

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 18.—VOL. 1. [Registered at the General Post Office] SATURDAY, NOV. 3, 1888. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

AS OTHERS SEE US.

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YARNS.

XLIV.

THE SIREN AND THE SAILOR.

(BY AN ANCIENT MARINER.)

I landed once in London
With my pockets full of brass,
And steered away my court to pay
To a Ratcliffe Highway lass,
By name o' Long Shore Sally.
And a saucy girl she were—
With oiled and scented ringlets, and
Her neck and arms all bare;
A thirsty, godless wench she was,
I often used to think,
As I heard the oaths that she could swear,
And saw how she could drink.
A little foreign god I had—
A curio, strange and rare—
And I gave it to this godless girl
Her wickedness to scare.
Instead o' which she goes and takes
And pawns it right away,
And back she comes and says, says she,
"Let's have a drink, I say!"
I takes her to a music-hall,
And there I feels a snatch
Amidships o' my vest and finds
Someone has stol'n my watch.
But still I sticks to my Long Shore Sal,
And next thing that I knows
I'm lying in the gutter and
Without my cash and clo'es,
And glad a newspaper to get
To serve me as a dress,
To fetch the Sailors' Home and tell
Of all this pretty mess.
Now sailor men, I says, says I,
When you have any brass,
Don't go a-treating Long Shore Sal,
The Ratcliffe Highway lass!

Home for Aged Mariners,
Egremont.

XLV.

THE WRECKER'S DAUGHTER.

Down beside Carn Barra Bay,
Where the reefs are low and grey
Waits her father for the prey—
"Haste, Meraud!"

Where the sharp fanged rocks lie low,
Hiss the foam drifts white as snow
Round a ship in her last woe—
Oh Meraud!

'Mid the waters on the lee
Flashed a light—the foam flakes flee,
Whirled like lost souls o'er the sea,
Round Meraud.

Up and downward moved the light,
Beckoning now where sands gleam white—
Now upon Carn Barra height:—
"Well-done, Meraud!"

Broke the slow dawn, pale and grey,
Down beside Carn Barra Bay;
On the shore they sought the prey—
Not Meraud.

Something lay upon the sand;
Slow and weary down the strand,
The spent lantern in her hand,
Came Meraud.

And she saw the dead man lie,
With his still face to the sky;
And one bitter, piercing cry
Gave Meraud.

By his side her father knelt,
Searching vest and pouch and belt;
Pity she had never felt
Thrilled Meraud,

For the young face, once so fair,
With the curls of soft dark hair,
Bruised and marred, and past all care
Of Meraud.

On them all in their surprise
Flamed the light of wrathful eyes—
"You shall leave him where he lies!"
Cried Meraud.

And she kissed him as he lay,
Washed off the salt sand and spray;
So beside him all the day
Sat Meraud.

In her arms she held him still
Through the short day, dark and chill.
"Never more I'll do your will!"
Said Meraud.

Then they gave him Christian grace,
Bore him to the holy place,
Dumb for awe of that white face
Of Meraud.

When the sky the lightnings clave,
When the wildest storm winds drave,
On her face across the grave
Lay Meraud.

In the dawning wild and wan
They found her, when the year began. . .
So for love of that dead man
Died Meraud.

XLVI.

HUMANISING A SAVAGE.

(BY A MEXICAN.)

Many years ago there was a new railway making in Mexico. And at the wildest, loneliest, rowdiest camp, in the mountains above Orizaba, the engineer in charge was a tall Englishman, with a flashing black eye, a dead shot with rifle and revolver, whom no one "gave sauce to" twice.

They wanted a tight hand over them up at Santa Ynez. By what I could make out, they seemed to be as pretty an assorted collection of ruffians as could be found anywhere in the Old World or the New. And the biggest, the brazenest,

the loudest-shouting, the drunkenest, and the man of most fights, was a certain Thady Cassidy, the terror of the Indians round about, and of not a few men in the camp itself.

Two or three "bosses" had, I believe, cleared out of Santa Ynez in despair, before the hawk-eyed engineer came there. He soon made it evident that he would "stand no nonsense." He had a strong will, and an iron fist to back it, and a good six-shooter when that was not enough—and those went a long way in that lawless place. And somehow or other—to make a long story short—that camp was licked into shape, to such purpose that in six months' time you wouldn't have known it for the same place.

Now the most determined in opposition to the new rule was that sulky brute, Thady Cassidy—a lowering, sullen savage, with his gloomyspells of silence and sudden outbursts of volcanic fury. He could work, if he chose, like a steam-engine; but, under the new boss, he did not choose, and gave voice to this resolution in so emphatic a manner, that very soon it was an understood thing that there was open war between the two. Even after the rest of the camp had passed from—not without several stand-up fights, and other little diversions of the kind—active hostility to passive grumbling and even to a sort of liking for their chief (whom, by-the-bye, I shall call Smith, for brevity's sake), Cassidy still hung out, in solitary and irreconcilable defiance.

Well, one day the crisis came. Cassidy had been drinking, not enough to make him furious, but sufficient to raise the devil always latent in him. Smith, passing by and seeing him doing nothing, gave him some order, which he flatly declined to execute. It was repeated. Cassidy took up the pick-axe by his side, and swung it up in both hands with a force which, had the blow fallen as he meant it, would assuredly have compelled the company to send another engineer to Santa Ynez. But Smith was a cool hand and as active as a cat. He saw what was intended, and caught the handle of the weapon in mid-air, and, the shock having thrown Cassidy off his guard, wrenched it from his grasp and flung it aside; and the next moment had his revolver out and cocked. But there was no occasion to fire. In less time than it takes to tell, half the camp had gathered round. They had witnessed the assault, and, Cassidy not being a popular character, their indignation was fully roused. Seized by half-a-dozen strong arms, pushed and hustled along, towards that awful precipice where the track overhangs the Tecuacan river, 500ft. below—with cries of "Lynch" ringing in his ears—Cassidy thought, as well as his poor dazed brain could think anything, that his last hour was come. And then a voice came ringing clear and full above the Pandemonium din:

"Boys!" it said, "hold on a minute, boys!"

There was a dead silence.

"Let him go, can't you?"

A deafening clamour of protest, each man shouting at once. Once more the clear voice rose above it all:

"Boys! I've never asked you for anything yet, I ask you now. Give me that man. Leave him to me!"

And in the hush that followed, he thrust his way through the crowd, and

threw a rescuing arm over Cassidy's shoulder. There was a deep silence of utter astonishment, and then a wondering murmur, and then, whether their passion had spent itself, or whether it was the power of his eye and voice, or the novelty of being entreated by this strong man, who commanded them so easily, they fell back gradually, and left those two standing there. Cassidy, dazed, bewildered, helpless, thought vaguely, as he told me himself, that the boss meant to shoot him with his own hands, while somehow it never entered his head that he could escape or resist.

Smith took his arm from his shoulder, and looked him full in the face. "Well," said he, "you'd better go!"

Cassidy looked stupidly at him, and the ring of fierce faces all round.

"Do you hear? Better go to your shanty and sleep off the whisky!"

He lifted his eyes to Smith's face with a puzzled, vacant look. Then he turned and slowly walked away—not to his shanty, but right out of the camp, and was seen to disappear round the turn of the path up the hill.

That night, as Smith lay awake in his shanty, he kept thinking of Cassidy, whether he would or not. He wished he had not let the man go away alone into the mountains in that queer, mazed state he seemed to be in. After all, bad though he might be, one didn't want to send an unarmed man out to be murdered by Romero's bandits. And, moreover, the night was black and close and cloudy, with every indication of a thunderstorm.

Suddenly he thought he heard some one outside the door. The rickety bamboo birdcage which served as his dwelling was not susceptible of any very secure fastenings—but he always slept with his six-shooter under his pillow. "Quien?" he cried.

The voice came back, in an unmistakable brogue: "May I come in, boss?"

"Come in, then!" and after some fumbling, the door opened, and the man who entered, crossing the room, dropped all of a heap at the foot of the camp bed, burying his face in the blanket.

"Why, Cassidy!" said Smith, sitting up.

The man gave a sort of stifled cry, and flung out his arms, so as to lay his hands on Smith's foot.

"I wish I hadn't done it!" he cried, between his sobs. "Sure the devil was with me! I wish ye'd kill me now!"

"Thady, my poor boy," said Smith, very softly, "come here!"

What he said to him, with a kindly hand resting on his shoulder, would be too sacred to repeat here, even if I knew it all. But I will say that on that night Thaddeus Cassidy was lifted from a savage into a man.

I don't say he became perfect, or even a model to Santa Ynez camp. But any one could see the difference, and it became greater every day. With the American writer, I fancy that

"Christ ain't a-going to be too hard
On a man that died for men."

And it was that same Cassidy who died in swimming ashore with a rope that established communication with the shore, and saved Smith, myself, and all the crew and passengers of a ship wrecked on the west coast of Ireland two years later.

SEAFARING DISASTERS.

Kirkheaton, of Goole, while proceeding down the Thames, when off Woolwich collided with the steamer *City of Verriers*, of London, bound up; the former put back to Fountain Pier, having received damage to starboard bow.—*Inchgarvie*, British steamer, arrived at Gibraltar, had main-topmast struck by lightning, and slightly damaged.—*Amy*, British steamer, put into Gibraltar, with cargo shifted.—The captain and crew of the *Despatch* (s), of London, landed at Gravesend from the *Fenton* (s), their ship having been sunk through collision with the steamer *Gertrude*, of Middlesbrough, off the Cross Sand. The *Gertrude's* bows were stove in; she proceeded north.—*Robertsforso*, Swedish barge, from Antwerp to Melbourne, which put into Table Bay, leaky, has been condemned at Capetown, and sold.—A mackerel boat arrived at Ramsgate reports seeing a large steamer ashore on the east part of the Goodwin Sands.—*Advance*, schooner, of and from Laurvig for Bordeaux, assisted into Great Yarmouth after having been ashore on Seroby Sands. About 25 tons of cargo jettisoned.—*Samuel Laing* (s), of London, Sunderland to London, put into the Tyne with machinery disabled, and moored for repairs.—*Cumberland* (s), going up the river Tay, collided with the *Benmore*, schooner, of Perth, carrying away the schooner's bowsprit and jibboom, with gear attached, also doing other slight damage. The *Benmore* afterwards left in tow for Perth.—A raft of logs was seen by fishermen, at the end of last week, about 10 miles north of Barleir.—*Emmanuel Scieluna*, British steamer, put into Athens with steam tubes leaking, but sailed again for Azoff.—*Dos Hermanos*, Spanish barque, put back to Monte Video, with loss of a boat, damage to bulwarks, and cabin stove in.—*Martaban* (s), Rangoon for the United Kingdom, which was towed back to Port Said early last month, has repaired and proceeded.—*Swallow*, schooner, Liverpool to Dartmouth with coals, went ashore on the Boulders inside Holyhead Breakwater, but got off.—*Emma*, schooner, of Liverpool, was proceeding up Channel, and after passing the Sovereign lightship was struck by *E. W. Trickett*, of New York, carrying away everything on the starboard side. The crew of the *Emma* took to the boats, as the vessel was making water so fast and the pumps could not be used, the mainmast having fallen on them. The crew of the schooner were picked up by the fishing lugger, *RH 39, Two Sisters*, and landed at Hastings.—Iron steam trawler *Eddystone*, of Newcastle, towed into the Tyne by the steam trawler *Rebecca*, of Newcastle, with shaft broken.—A cablegram, St. John, N.B., reported captain of British steamer *Escalona* drowned.—*Guy Mannering* detained at Gibraltar in consequence of boilers leaking, has sailed for Boston, U.S.—*Longford*, steamer, from Dublin, and the *Dublin*, steamer, Liverpool for Dublin, in collision off Orme's Head; latter sank; crew saved by former, and landed at Liverpool. *Longford* had bows stove in.—It is reported from Prasto that the Dutch steamer *Smit*, from Libau, stranded on the Normand Sand, but assisted off undamaged.—*St. Magnus*, steamer, collided with *Village Pride* in dock, at Aberdeen; both vessels slightly damaged.—A telegram from Stockholm reports: *Commodore*, Captain Edgar, ashore South Oland. Forehold water-filled.—*Union*, schooner, of and for Ipswich, from Seaham, Lees master, has been assisted into Great Yarmouth harbour, having been abandoned by crew. She was assisted off the Cross Sands by a tug and boatmen very leaky.—*Emma*, schooner, of Liverpool, towed into Dover; was picked up in Rye Bay, dismasted and derelict, by smacks *Heroine* and *Fancy*, and towed into Dover Bay with hull apparently undamaged.—Telegram from Hamburg states that steamer *Marsala*, from New York, has grounded, but will probably come off.—Telegram from Nantes states that *Lippe*, Belgian steamer, Nantes for Antwerp, grounded on her way down the river, and remained, discharging cargo with two feet of water in the hold.—Danish brigantine *Robert* went ashore at Serro, but reported from Reval to have got off with the assistance of salvage steamer *Hera*.—The *Nasmyth*, steamer, at St. Vincent, reported that on October 1st, at 6 p.m., in lat. 25 40 N, long. 20 10 W, passed a three-masted steamer with large black funnel under sail and standing to the south-east, apparently broken down. *Nasmyth* burned signal, but the other took no notice.—A telegram from Messina states it is

rumoured that the *Penelope* has been wrecked in the Black Sea, and all hands lost except two.—A telegram, dated Corfu, October 28th, says: *Penelope* lost; do not know fate of crew.—*Alba*, Italian barque, from Cardiff, put into St. Vincent, C.V., with captain sick.—*Ptolemy* (s) put into Madeira with crank shaft broken.—Norwegian brig *Vicen*, Newcastle to Christiania, ashore at Stromstad, and a total loss. Crew saved.—Telegram from Nexo states: Russian steamer *Eos*, Reval for Aarhus, linseed, went ashore Allinge, but was assisted off after discharging part of cargo.—Telegram from Hjørring states: British steamer *Draco*, Shields for Riga, coals, ashore Krage, but with assistance got off and was towed to Fredrikshavn.—Telegram from Elsinore states: A report received from Anhalt says four sailing vessels and British steamer *E. S. Jobson* ashore; assistance sent; *E. S. Jobson* floated herself.—British steamer *Abeona*, from Newcastle for Stockholm, arrived in Elsinore Roads to land the body of the captain, who had died at sea, and vessel proceeded in charge of first officer.—*Oxon*, British steamer, Skelleftea for Hull, reported in last week's SEAFARING aground at Dragor, got off with assistance, and has been brought into Copenhagen; she is discharging her cargo for survey and repairs.—San Francisco cablegram states: *Howlands* reports on September 27th, lat. 74 N. long. 174 W., 13 whalers ice-bound; consider no chance getting out; reports that two steamers have gone to their assistance, but probably will not reach them.—Lloyd's agent at Nexo telegraphs: British steamer, *Frogmore*, Kiel to Riga, ballast, ashore Hasle; British steamer, *Stanhope*, Hernosand to Lisbon, deals, ashore Allinge. Both steamers will probably be got off.—Steamer, *Fulshaw*, of Whitby, from Cronstadt, grounded on Blyth Sand, River Thames, early morning, Oct. 27th, and remained in spite of attempts to turn her off by two tugs.—Steamer *Madeline*, while leaving Leith for Burntisland, ran into West Pier, damaging it considerably; also steamer's bows.—Steamer *Lady Lyceott*, in leaving Leith for Shields, collided with dock wall and damaged her stern. Steamer proceeded.—Cablegram from New York reports *Venus*, German brig, Barranquilla for Falmouth, abandoned. Crew saved.—Savannah cablegram reports that Spanish steamer, *Emiliano*, grounded, but was got off after discharging part of cargo. Lloyd's agent at Carlsrona telegraphs: Danish ship *Gerdia*, Danzig for Copenhagen, with wood, went ashore, but was assisted off by tug; damage slight; vessel proceeds.—*Lisette*, Swedish brig, Westerwick for Maulmain, with wood, put into Warberg leaky, after being ashore; will discharge for repairs.—Lloyd's agent at Alexandria telegraphs, October 29th: *Malwa*, P. and O. steamer, from China for Marseilles, has been towed into Alexandria with machinery disabled.—*Bee*, of Goole, Morristonshavn for Rochester, with coals, assisted into Dunbar Harbour, with loss of sails, by local pilot boat's crew; on entering the harbour came against the pier wall, which caused a hole to be made in the bow by the anchor about one foot above the load line.—*Johanna*, Swedish schooner, from Solstastrom for Shields, with pit props, taken into Calmar damaged by collision.—Three of the crew of *Queen of Ipswich* landed at Scarborough, October 29th, reported their vessel had been in collision with the *Everley Anne*, of Poole, on Saturday, at 8 p.m.; Scarborough distant about six miles. Both were coal laden. The master, Hosbourne, and Greystone, the mate, were drowned.—British steamer *Glendale* detained at Gibraltar repairing windlass.—Lloyd's agent at Reval telegraphs, October 29th: *Admiral*, Russian steamer, ashore at Hochland; assistance sent from Reval.—*Sarah*, steamer, of Whitby, in ballast, from Hamburg to Cardiff, put into Portland on Sunday during a strong south-westerly gale, with propeller loose.—*Stanhope*, British steamer, from Hernosand for Lisbon, deals, aground at Landvig, Bornholm. Got off with assistance, and was brought to Copenhagen.—Ship *Anglia*, for Buenos Ayres, was run into in Grimsby Roads by fishing smack *381*, and received damage to stern and bulwarks, and in docking struck dock wall and damaged figurehead.—Italian barque, *Bogliasco*, with timber, from Cadiz for Barrow, grounded off Cadiz port but got off high water, and was towed to safe anchorage.—Spanish steamer *Aguadillana*, New York for Stettin, in collision with vessel, name unknown; came to anchor Skelderviken; must repair.—Lloyd's agent at Burntisland telegraphs, October 30th. A fire broke out yesterday on

board the *Girdleness*, of Aberdeen, in dock, and before it was extinguished the cabin was completely gutted.—Lloyd's agent at Saigon telegraphs, October 30th: *Peluse*, French mail steamer, from Saigon for Manila, has put back through stress of weather, with machinery supposed broken down and mainmast sprung; cargo damaged.—*Salamandern*, Swedish schooner, from Helsingfors for West Hartlepool, with wood, has put into Gothenburg damaged by collision. The vessel is leaky, and will have to discharge.—*Amazonas*, British steamer, which went ashore at Rasso, Finland, has been brought to Oscarshamn for repairs.—*King Tofa* (s), reported sunk in a creek near Lagos, having driven anchor through hull.—The *Barnston* (s), when at the South Outlet, South dock, Sunderland, had two plates on starboard side injured through striking the wave screen.—*Juno* (s), Bristol to Cork, stranded on the Swash, remained the night, but got off next tide.—*Trieste* (s), of Liverpool, at Bristol, with barley, from Marianople, when between Bull Point and Ilfracombe on October 27th, had topsail-yard carried away by a sudden squall.—*Westbury* (s), at Bristol, from Treport, on 28th ult., fouled the quay wall at Princess-street Bridge, damaging her bows.—*Bernadma*, Dutch schooner, picked up abandoned, and towed into Copenhagen.—Lloyd's agent at Gibraltar, telegraphs: British steamer *Benevolent* was in collision with the *Pantales* (hulk), former uninjured; latter struck amidships and damaged to the extent of £140.—*Algonquin*, British steamer, reported from Buffalo to have gone ashore at Detour, but had then taken no damage.—*Tasmanian*, British ship, reported from St. John's, N.B., to be leaking at the rate of two inches per hour. She will discharge for further survey between decks.—*Calder* (s), Liverpool to Newry, grounded on Greenore Point, but floated next morning's tide. No apparent damage.—*John Davis*, schooner, of and for Port Madoc (ballast), ashore at Roches Point, and likely to become a total wreck. Crew saved. Vessel full of water.—*Madrid*, British steamer, with high pressure valve out of place, has been towed to Gibraltar.—*Lady Chandos*, Fowey, at Fowey, leaking. Hauled on hard to stop leak.—A telegram from Visby states: *Augia*, Finland for Guernsey, ashore, and remains.—A cable from St. John's states: *James Kitchen*, barque, Straits of Belle Isle for Liverpool, with lumber, put into St. Mary's making water.—Lloyd's agent at Savannah telegraphed October 31st: *Cepero*, British steamer, grounded on her way down the river, and there remains, but will probably float.—*Emily L. Boyd*, New York for Saigon, has returned for examination, having struck on Sandy Hook bar.—A telegram from Santiago de Cuba reports: British steamer *Era*, bound for Jamaica, has been towed into Guantanamo by the Spanish steamer *Enrique*.—Reval, October 31st: *Admiral*, Russian steamer, previously reported ashore at Hochland, now total wreck.—Swedish barque *Thorngny*, Stettin for St. Nazaire, with wood, arrived at Uddewalla leaky, and must discharge.—The master of the *Prince Wilhelm* (s), arrived at Sunderland, reports that on October 28th, when 86 miles from the River Elbe outer lightship, which bore NW. by W. half W., ran down and sunk a fishing smack, name and nationality unknown, and drowned all her crew.—*Roseland*, ship, Antwerp for Garston, with manure, has put into Plymouth leaky.—*Rippling Wave*, Villa Nova for Liverpool, arrived at Fowey with loss of foretopmast and wheel.—*Express*, German brig, Cronstadt for Leith, with deals, has put into Baltic port leaky, having touched the ground off the coast of Finland.—Cablegram from Charlestown states: Norwegian barque *Helios* from Hamburg for Charlestown, ashore but was afterwards got off with assistance.—Telegram from Haganas states: Swedish schooner *Bolke*, Gefle for Tyne, has put into Helsingborg leaky, after being ashore; will discharge and repair.—Telegram from St. Vincent C.V., states: Norwegian barque *Breidablik*, Marseilles for Rosario (bricks and cement), has put into St. Vincent making 12 inches water per hour, has been surveyed, and recommended to discharge.

A TERRIBLE massacre is reported to have taken place at Okrika, about 50 miles up the Bonny River. A large number of the Ogoni tribe were lured there by the Okrikans, who killed and ate them. The most trustworthy reports put the number of victims at 150.

CORRESPONDENCE.

"SEAFARING" IN SOUTHAMPTON.

To the Editor.

A Second Mate writes:—"I first saw a copy of your paper in Bombay, and was glad to find some copies of it for sale in Southampton. The number—four—which I got in Bombay was sent by a friend to our skipper. I could not get more copies then. Such a paper ought to be for sale in every port that English ships sail to, which is all ports in the world, pretty near. I wish you luck. SEAFARING

'Comes as a boon and a blessing to men,
Like the Pickwick, the Owl and the Waverley Pen.'

A Captain, well-known and highly respected in nautical circles, writes:—"I am doing all I can to augment the sale of your paper in Southampton, as I consider it a great blessing, not only to seamen, but to all their relatives and friends. As I have written for some of the principal publications at home and abroad you may think my opinion worth having."

SEAFARING WAGES ON THE CLYDE.

To the Editor.

DEAR SIR,—Being readers of your journal, SEAFARING, we kindly ask you on behalf of brother seamen who are at present standing out for a higher rate of wage, to help us by publishing the enclosed notice, as we have no other means of giving information to the seafaring community of London. By so doing you will greatly oblige.—Yours fraternally,

SEAMEN AND FIREMEN OF GLASGOW.
Glasgow, October 29th, 1888.

The following is the notice referred to;—

NOTICE

TO

SEAMEN AND FIREMEN.

"UNITY IS STRENGTH."

"UNITED WE STAND."

"DIVIDED WE FALL."

WE, the Seamen and Firemen of Glasgow, kindly request the Seamen and Firemen of this Port to keep from Shipping in any Ship from the Clyde, as we are standing out for an advanced Rate of Wages, viz:—

SEAMEN, £3 10s. to the Southward.

Do. £4 0s. to the Westward.

FIREMEN £4 0s.

Do. £4 0s. South.

By Order,

THE SEAMEN AND FIREMEN OF
GLASGOW.

October 29th, 1888.

REFUSING TO DELIVER SHIP'S PAPERS.—At Liverpool, before Mr. Raffles, Francis M'Kellett, master mariner, has been summoned by George William Murphy, owner of the brig *Globe*, to show cause why he should not deliver up the vessel's certificate of registration.—Mr. Cornish appeared for the complainant, and stated that the certificate was acted upon by the Customs authorities, and was that which enabled the master to clear the ship inwards and outwards. The *Globe*, a small brig of 203 tons register, was purchased by Mrs. Howlett, who transferred her interest in the ship to Mr. George William Murphy, who was now sole owner. On October 15th the vessel arrived in the Carriers' Dock, Liverpool, and on the following day the defendant, who was master of the *Globe*, was informed that his services would be dispensed with. He was asked to vacate his ship, to make up his accounts, and to deliver up all the brig's papers, but he refused, setting up a claim for wages. The present proceedings were taken because the owner wanted to make proper representations to the Customs and dock authorities. If defendant had a claim for wages he ought to arrest the ship. Mr. Hill, for the defence, having said that defendant was anxious to satisfy himself that he was delivering the certificate to the right person, Mr. Cornish called complainant, who produced the bill of sale under which the ship had been transferred to him. Under these circumstances Mr. Raffles made an order for the certificate to be delivered up.

IN THE DOG WATCH.

By ALL HANDS.

Readers of SEAFARING must not be surprised if they find one day that this journal has solved the difficult problem of finding a satisfactory way of providing for the widows and orphans of seamen. Meanwhile it is announced that "an official intimation has emanated from the Chamber of Shipping offices to the effect that the Bill introduced into the House of Commons to secure pensions to the widows and orphans of merchant seamen has been withdrawn in consequence of the opposition to the measure."

"Liverpool Training Ship *Indefatigable*. Presented to Captain and Mrs. Groome on their retirement, with a purse of 100 guineas, by the committee and other friends, in recognition of highly valued services extending over twenty-four years." Such was the inscription on the handsome silver salver which has just been presented to the late captain and matron of the craft referred to, and well they seem to deserve it all. Their work has been of incalculable importance to the public, no less than 1,650 boys having passed through their hands and entered the merchant service, where many of them now are officers.

That great writer, Carlyle, somewhere complains that the world is not so ready to honour the teacher as the soldier. Yet the teacher often has harder fights than the soldier. It is easier to make a dash at death and danger in the excitement of battle, and with your comrades cheering all round you, than to wage a life-long war single-handed against the ignorance, abuse, poverty—aye, persecution, too—with which the teacher has too often to contend.

Soon rested those who fought, but thou,
Who minglest in the harder strife
For truths that men receive not now,
Thy warfare only ends with life.

Captain and Mrs. Groome, having been instructors of youth rather than teachers of men, have, we may hope, had no such hard fight to wage; but, in wishing that they may enjoy their well-earned retirement, we cannot help noting the recognition of their services as a welcome sign that the world is growing somewhat wiser since Carlyle described the British public as "mostly fools."

We hope that Joseph Rodgerson, who was fined £1 and costs, with the alternative of fourteen days' imprisonment, the other day at Liverpool, could afford to pay the money. So far from having any sympathy with impostors who palm themselves off as seamen we should like them to be punished with sufficient severity to cure them of the trick. But a man who has for years got A.B.'s discharges endorsed V.G. and then gets one as O.S. may easily fall into the mistake of fancying that because he is morally entitled to the rating of an able seaman he is also entitled to substitute the letters A.B. for O.S. This was what Rodgerson did. Now that he has been punished for doing it, any other seaman who thinks that such documents can be tampered with will do well to take warning.

A five-masted schooner is the latest American novelty. She is building at Waldborough, will measure 1,800 tons net or thereabouts, and is expected to carry from 3,000 to 3,100 tons dead-weight, which will make her the largest schooner in the world. The report adds: "Facetious old tars down this way say that soon they will get to building schooners by the mile, sticking in a mast here and there, and then chopping them off in lengths to suit." This bit of "facetious" writing does not savour of the New World. It is too hoary for that. Building by the mile and cutting off by the length have been phrases in the mouths of sailor men for many a long year. But the five-masted fore-and-after is new. For our part we should not care to run before a gale in her.

A Liverpool paper is responsible for the following:—

"A considerable reduction is being made (says our London correspondent) in the staff of the Registrar-General of Shipping and Seamen. Some time ago a Departmental Committee was appointed to overhaul this office, when it was found that the establishment was largely in excess of what was required. The Registrar-General, who seems to have had a very easy time of it, has retired, and the staff is being reduced in accordance with the committee's recommendations. The result will be an appreciable saving in the expenses of the office."

Not many days ago the grand old *Victory*—to borrow a political title—was decked with evergreens in honour of the anniversary of the battle of Trafalgar, and on a subsequent day the children of the Royal Seamen and Marines' Orphan Schools had their customary fête aboard.

As though in contrast to the bloody memories which haunt the old ship, a concert was got up on the main deck in aid of the said schools, which have suffered whilst the *Victory*, and with her their money-boxes, have been in dock. The decks that once vibrated to the roar of cannon on the day of Nelson's death now at last re-echoed a very different strain—the sweet singing of Madame Wilson-Osman.

Miss Weston appeals for more money to her numerous supporters, and she most certainly deserves to get it. Quite apart from the religious side of the question, the objects she has in view are excellent. Nothing, for instance, could be better than the "cabins" she has built her sailors at Portsmouth and Devonport. More of these "pretty little rooms" are required, and it is refreshing to hear that £30 is all that is wanted to give one in perpetuity.

Would that our merchant seafarers could have something of the same kind done for them instead of being at the tender mercies of sharks and sponging lodging-house keepers. As Miss Weston and her band of ladies, backed by their finance committee, are in "a sound and healthy business condition," it is but reasonable to infer that anyone who should follow in their steps and do for the merchant sailors what is being so liberally done for the blue-jackets would reap his reward in hard cash. Charity should, of course, be its own reward, but if that virtue brings 7 per cent. profit with it—well, then, all the better!

Johnny Haultaut is not, however, altogether in clover. A correspondent writes as follows from Devonport:—

"*H.M.S. Argus* has been lying off Devonport since the 6th, and although the balance of wages for the first two months of last quarter and the last month in full is due, neither officers nor men have received a penny from the *Shannon*, to which the *Argus* is a tender. Is it any wonder that the men are dissatisfied? Their wives and families must either starve or go in debt, and going in debt means paying 5 per cent. more than if buying with ready money. I do not believe that the captain of the *Shannon* knows that he has men serving under him who have been kept seven weeks without money. Neither is the Commander-in-Chief at Devonport aware of it, but I trust someone in authority will get to know and take the matter up."

We trust so too; to deprive poor men of their rightful wage is obviously cruel and impolitic. Yet we fear this is not a solitary instance of that kind of thing. A vessel stationed on the west coast of Ireland has for some time, we believe, been kept short in the matter of wages. Officers in this latter case have had to complain as well as men.

On Tuesday the Liverpoolians entertained at dinner about 1,200 of the blue-jackets and marines from the five vessels constituting the Channel Fleet, then anchored in the Mersey. The dinner was at noon—and consisted of the roast beef of Old England. The Mayor, in an after-dinner speech, reminded his hearers that Great Britain is an island, and that we are a maritime people. In doing so he was, perhaps, only uttering truisms, but the deduction one could not help drawing from his statements is certainly such as is not sufficiently remembered by inlanders, be they mayors or no. It is that we—whether in Liverpool or in the most inland village—should treat our naval sailors well, for it is to them we must look for the ultimate safety of our commerce.

THE LIGHTS OF SPURN.

All hands on deck! the skipper cried,
And up with our big fore-sail;
We're homeward bound with a flowing
tide
And the wind a fresh'ning gale;
So clear the deck,—to-morrow night
I trust we shall discern
That old familiar welcome sight,
The beaming lights of Spurn.

CHORUS:—

The lights of Spurn, the lights of Spurn;
The beaming, beaming lights of Spurn.

Hold tight the halyards, heave, boys,
heave,

Our topsails to the wind;
The Doggerbank we soon shall leave
Full many a league behind.

See how the seething waters fly
Like lightning past her stern;
Already, lads, I fancy I
Can see the lights of Spurn.

Speed on our ship, for friends and wives
Await us on the pier,
To welcome us, when she arrives,
To home and kindred dear:
Ah! Yonder now I see at last,
To leeward brightly burn,
Our troubles o'er, all danger past,
The well-known lights of Spurn.

JAS. STANBROOK.

Hull.

PASSED EXAMINATIONS.

Return of Masters, Mates and Engineers reported to have passed examinations, under the provisions of the Merchant Shipping Acts of 1854 and 1862, and to whom certificates have been issued during the week ending October 27th, 1888.

NOTE.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Williams, John	2 M	London
Kittle, Ivan E.	2 M	London
Seddon, Fredk. Wm.	2 M	London
Sharp, Charles H.	2 M	London
Doubleday, George H.	2 M	London
Rawlingson, Wm. Jas.	1 M	London
Dobbs, Arthur Wm.	1 M	London
Kirkby, John C.	O C	London
Mordue, Alfred	1 M	London
Man, Joseph	1 M	London
Robinson, Edwin Jas.	1 M	London
Forbes, Chas. Wm.	2	London
Endall, Hy.	1 M	London
Stevens, Chas. E.	1 M	London
Critchell, Wm.	1 M	London
Smith, Wm. Lewis	O C	Liverpool
Bond, Wm. Henry	O C	Liverpool
Peter, Jonathan	O C	Liverpool
Richards, Geo. David	O C	Liverpool
Thom, Robt. F.	Ex. C	Liverpool
Waring, Willis	2 M	Liverpool
Grace, Jno. W.	2 M	Liverpool
Cragg, Arthur K.	2 M	Liverpool
Behennah, Henry A.	2 M	Liverpool
Collin, Richard E.	2 M	Liverpool
Bond, George D.	2 M	Liverpool
Thompson, John S.	1 M	Liverpool
Lyall, James	2 M	Glasgow
Ross, Hy. A.	Ex. C	Glasgow
Pritchard, Jas.	1 M	Belfast
Pollock, Saml.	1 M failed in colours	Belfast
Reynolds, George	O M	Stmpton.
Ferry, Henry Geo.	O C	Stmpton.
Harwood, Chas. E.	1 M	Stmpton.
Gow, Henderson	2 M	Leith
Abbott, Alvanley L.	2 M	Leith
Phillips, Samuel	2 M	Plymouth
Butz, Robert	1 M	Greenock
McColl, William	1 M	Greenock
Norby, Hy. Jas.	O C	Swansea
Barstrom, Albert	2 M ss.	Hull
Noton, Fredk. Geo.	2 M	Hull
Aspinall, Albert E.	2 M	Hull
Bradley, Hy.	O C	Hull
Wigglesworth, A.	1 M ss.	Hull
Nelson, George H.	O C	Hull
Lambert, Charles	2 M ss.	Sunderl'd
Ord, Thomas	2 M	Sunderl'd
Wilson, George G.	1 M	Sunderl'd
Miller, William	1 M	Sunderl'd
Pescod, Joseph	1 M	Sunderl'd

HOME TRADE.

McPhail, Dugald	Mate	Glasgow
Thompson, Gilroy	Mate	Leith

ENGINEERS.

NOTE.—Ex 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Black, William	Ex. 1	London
Smith, Arthur Wm.	Ex. 1	London
Reeves, William R.	Ex. 2	London
Davies, Wm. Edward	2	London
Hill, John	2	London
Roberts, Moses John	2	Liverpool
Peters, Owen	2	Liverpool
Brand, Edward C.	2	Liverpool
Horsfall, Robert M.	2	Liverpool
Pearce, Richard	2	Liverpool
Lawther, John R.	2	N. Shields
Christie, James N.	2	N. Shields
Hewitt, John James	2	N. Shields
Gibbison, Thomas	1	N. Shields
Wray, Thomas Wm.	Ex. 1	N. Shields
Pitt, Frederick	Ex. 1	N. Shields
Carlton, Thomas	Ex. 1	N. Shields
Thomson, George	2	Sunderl'd
Garbutt, Fredk. Wm.	2	Sunderl'd
Taylor, Timothy	2	Sunderl'd
Young, Patrick A.	2	Sunderl'd
Nicholson, George A.	1	Sunderl'd
Horan, Henry	1	Sunderl'd
Dalgarno, George B.	1	Sunderl'd
Nicol, William	1	Sunderl'd

SEAFARING WAGES.

LONDON.—The rates here are:—

MEDITERRANEAN AND CONTINENT:—	
A.B.	£3 10s. per month.
Firemen	£3 15s. per week.
A.B.	£1 5s. to £1 8s. "
Firemen	£1 5s. to £1 8s. "

NEW YORK:—

A.B.	£3 0s. per month.
Firemen	£3 15s. "
Trimmers	£3 5s. "

CAPE OF GOOD HOPE AND NATAL:—

A.B.	£3 10s. per month.
Firemen	£4 0s. "

AUSTRALIA:—

A.B.	£3 10s. per month.
Firemen	£3 15s. "

CHINA AND INDIA:—

A.B.	£3 10s. per month.
Firemen	£3 15s. and £4 "

SAILING SHIPS (to all parts of the World):—

A.B.	£2 10s. per month.
O.S.	£1 10s. to £2 "

LIVERPOOL.—The following are the rates ruling here for the places named:—

Steamers.	Sailing Ships
Calcutta, East Indies	3 0 0 Sailors
Australia, South Africa	3 10 0 Firemen
China, Brazil	2 15 0 Seamen
West Indies	3 10 0 Firemen

United States and Canada

3 10 0 Seamen	For Cargo Boats
4 0 0 Firemen	

Mediterranean

4 0 0 Seamen	Mail Boats
4 10 0 Firemen	
3 0 0 Seamen	
3 15 0 Firemen	
3 5 0 Seamen	
3 15 0 Firemen	

Baltic

3 15 0 Seamen	
3 15 0 Firemen	

San Francisco, Valparaiso, S. America, Oregon

2 15 0 Seamen	
2 15 0 Firemen	

St. John, N.B., West Africa

2 10 0 Seamen	
3 0 0 Trimmers	
3 10 0 Firemen	

Galveston

3 5 0 Seamen	
3 15 0 Firemen	

Norfolk Va

3 15 0 Seamen	
3 15 0 Firemen	

Savannah

3 0 0 Seamen	Pacific Co.'s
4 0 0 Firemen	Mail Steamers.
3 0 0 Seamen	
3 15 0 Firemen	

Cape de Verdes

3 15 0 Seamen	
3 15 0 Firemen	

GLASGOW.—Wages:—(See also Page 7).

A.B.'s southward, sailing, £2 10s.; steam, £3.

A.B.'s westward, sailing, £2 15s.; steam, £3 10s.

Firemen, southward, £3 10s.; Firemen, westward, £3 10s.

LEITH.—The wages here are:—

Steamers, home and foreign, Seamen, £3 10s.; Firemen, £3 15s.—Sailingships, Seamen, £2 10s. to £2 15s.

for southward.

BELFAST.—The wages here are:—

Sailing ships to Quebec, £3 5s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. To Demerara, via Ayr, £3, with a month's advance. Steam, seamen £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 12s.

PLYMOUTH.—The wages of seamen here are:—

To Quebec, £3 per month. On the coast, £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

NEWCASTLE-ON-TYNE.—Wages:—

Steamers, £4 Seamen. Steamers, £4 5s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).

HULL.—Wages here:—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN.—The rate of wages in this port is as follows:—

Deep sea voyages, £2 10s. per month with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s. towing, £2.

Liverpool either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL.—The rates here are:—

	Per Month
Sailing ships for Able Seamen	£ s. d.
Sailing ships for Ordinary Seamen	2 15 0
Steam ships for Able Seamen	2 0 0
Steam ships for Firemen	3 10 0
Steam ships for Firemen	4 0 0

SUNDERLAND. Wages here:—Steamers, seamen, £4; firemen, £4 2s. 6d. and £4 5s.

Sailing Ships, to the Southward sailors

3 0 0	
3 10 0	
3 15 0	

GRIMSBY.—Wages of A.B. Seamen:—

Sailing vessels, long voyages	3 0 0
Sailing vessels, north of Europe	3 10 0
Steam ships, A.B. Seamen, European Ports	3 15 0
Firemen	4 0 0

Weekly wages—Seamen and "Firemen," £1 8s. Crew find their own food.

MR. POYTER-QUETIER, President of the Rouen Chamber of Commerce, who has accompanied a deputation to the Newcastle shipowners, has stated that in France they were extremely anxious that commercial relations between England and France should be conducted on the best footing. Everything possible had so far been done to improve the navigation of the Seine, and the French Chamber was about to vote a sufficient sum for further improvements, so that goods from all parts of the world might be conveyed to the Paris market through Rouen.

HOTEL DIRECTORY.

ABERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

BATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

BIRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor

(late North Western Hotel. Stafford).

BRISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mails.

F. BAILEY, Manager.

CARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."

Vide Public Press. Moderate tariff.

GEORGE W. CLARE, Manager.

DIEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONDERT, Proprietor.

DOVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

ISLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

LIVERPOOL.—THE GRAND HOTEL, Lime-street, opposite the North-Western Railway Station, and two minutes from the Midland (Central) Station. Suites of Rooms for families. Magnificent Coffee Room. Electric Light throughout. Passenger Elevator. TABLE D'HÔTE, SEPARATE TABLES, FROM 5.30. TO 8 P.M. For tariff apply to

GEO. SCHOTTLE, Secretary and Manager.

LONDON.—THE INNS OF COURT FAMILY HOTEL, Holborn and Lincoln's Inn fields London, W.C. Central, quiet. Wedding Breakfasts, Dinners, &c. Table d'Hôte 5.30 until 8. Electric Light. Artesian well water.

LONDON.—ARMFIELD'S SOUTH PLACE HOTEL, Finsbury, E.C. Accommodates 100 guests. This Hotel ensures thorough comfort at strictly moderate charges. Telegraph "Armfield's, London." Telephone, 140.

LOWESTOFT.—SUFFOLK FAMILY AND COMMERCIAL. Opposite the station. Adjoining Postal and Telegraph Office. Two minutes' walk from the Pier, Esplanade, and Harbour, and commanding extensive Sea View. Tariff free on application.

RICHARD SMITH, Proprietor.

LOWESTOFT.—SOUTH VIEW BOARDING ESTABLISHMENT, 9 and 10, Victoria Esplanade, facing Sea. Near Baths and Pier. Home comforts. Thirty Bed and Reception Rooms. Private Apartments optional. Special Winter terms.

MRS. WESTGATE, Proprietress.

MARGATE.—CLIFTONVILLE HOTEL, on High Cliffs facing Sea. The best and healthiest Hotel in Margate. Under entirely new management. Table d'Hôte, Billiards, Lawn Tennis. Tariff on application. Telegrams "Cliftonville, Margate."

PORTSMOUTH.—DOLPHIN. Good Family and Commercial Hotel. Near the Pier, High-street. J. INNES, Proprietor.

PORTSMOUTH.—GEORGE HOTEL, old-established First-class Family and Commercial Hotel. Trams pass the door every seven minutes to Station, Dockyard, &c. Near the principal Piers.

JOHN DUNNING, Proprietor

PLYMOUTH.—GRAND HOTEL (on the Hoe). The only Hotel with Sea View, Facing Sound, Breakwater, Eddystone Mail Steamers anchor in sight. Public Rooms and Sitting Rooms with Balconies.

JAMES BOHN, Proprietor.

SWANSEA.—CAMERON ARMS HOTEL. This old-established Hotel is situated in the centre of the town. First-class accommodation and moderate charges.

J. PARADISE, Proprietor.

SOME SEAFARERS.

XVIII.

ADMIRAL VAN TROMP.

It is always interesting to hear the other side of the question, and as last week we wrote of Blake from our own point of view, it will, perhaps, not be amiss if this time we give our readers the story of Van Tromp as the Dutch are accustomed to tell it.

Holland, at the time when our hero flourished, was beginning to feel her way through the labyrinth of European politics. The Spaniards had tried hard to crush her, but she had risen against them and thrown off their cruel yoke in a manner which won her the respect of liberty-loving Europe. During the 17th century she continued to fight for and hold her position, and though eventually beaten back, her struggles produced a mighty race of sea-dogs, with whom patriotism, statesmanship, and bravery went hand in hand.

Marten Harperts Tromp was born of a sea-going stock, and one of the earliest things he remembered was seeing his father fall in fight on his own quarter-deck in a brush with the hated men of Spain. Burning with a desire for vengeance, ruined by the death of the family breadwinner, young Tromp began his great naval career as a cabin-boy. Like many another mighty seaman, he worked his way up first to the fore-castle, and then back to the quarter-deck, and in 1622, at the age of 25, was promoted to the rank of lieutenant. Two years after the Stadtholder made him captain of a frigate, and in 1629 his ship sailed under Admiral Hein on an expedition directed against the Dunkirk freebooters, who were in Spanish pay. Hein and Tromp were fast friends, and it only added to the fire of vengeful hate within him when a Spanish bullet pierced the great admiral, and wounded him so mortally that he died in our hero's arms.

Yet Van Tromp was not a mere angry soldier: he had a wise head on his shoulders, and his mark seems to have been first made as a would-be reformer rather than as a fighting captain. Treading in Hein's steps, he began to preach the reorganisation of the Dutch navy, which was ill-supplied and ill-disciplined to the last degree. But the old fogies—the "High-Mighty Lords"—at the head of the Dutch Republic only wagged their grey heads at him, and blinking over their gold-rimmed spectacles hinted that he should resign his commission. He did so, and bided his time in a marine office at Flushing. Years passed, but at length the truth of Tromp's prophecies was proven. The Dutch were worsted again and again, and their admiral and his captain were at last nearly torn to pieces by the infuriated mob of Amsterdam. The Stadtholder looked about him for a new commander, and soon pitched on one. With De Witt as vice-admiral, Van Tromp sailed in command of the Dutch fleet. But before grappling with the foe, he instituted a thorough reform amongst his own ships. Their armament was increased; guns were made heavier, the number of each crew was fixed, duties were defined, insubordination punished, zeal rewarded. Each republican sailor was made to obey superiors instead of doing just what he listed, and each republican officer was taught to

pay attention to a new and elaborate system of flag, lamp, and gun signals, which was henceforth to be the envy of Europe afloat, and to render the Dutch fleet as easily movable as any army ashore.

Then, and then only, did Tromp and De Witt feel in a position to meet the vast Spanish expedition of which spies at Madrid had warned them. In September, 1639, the second Spanish Armada was first sighted by the Dutch as, under the Grandee, D'Oquendo, it sailed slowly up Channel. For some days Van Tromp seemed to flee before it, till one night there burst forth from the Dutch vessels a terrific cannonade, which cost the Spaniards two great ships, and caused them to flee to the shelter of the guns at Dover. On September 18th, D'Oquendo made a fatal move. He got between the Goodwins and the mainland, and the little Dutch fleet, seeing its advantage, swept down in two divisions and pent him as in a great rat trap. With Banckers in front and Van Tromp in the rear, what could the cowardly D'Oquendo do but ask the English to help him? Admiral Pennington was despatched by Charles I. to tell Van Tromp that England would side with those first attacked, *i.e.*, the Spaniards. But the Dutchman cunningly took the English announcement literally, and when, after many days' imprisonment, the Spaniards sent a shot or two at his sloop and killed a seaman, he sent the corpse to Pennington, and whilst claiming England's help, obtained her neutrality.

Then, on October 20th, under our very noses, began a great duel in which we, perforce, could take no part. The light Dutch vessels acted in six divisions. One of them watched Pennington, the rest attacked D'Oquendo. The Admiral of Castilia and 22 of his ships ran ashore, and under De Witt's terrific fire the men leapt into the sea and swam to land. The immense *Mater Teresa* was blown up, and 1,000 men were shattered with her. The Spaniards were utterly routed, and for days treasure-chests, shivered beams, and gaily-dressed bodies of Spanish courtiers were cast up on the English and French shores.

Van Tromp landed at Dover, and Charles I. knighted him. The King's days was numbered; he was quarrelling with the nation, and could not afford to flout the successful Dutch. But his subjects could and would, and with the Puritan rule came the desire to square accounts with the rival Republic which sheltered the Stuart exiles. The Dutch merchants were everywhere underselling the English, and on making peace with Spain, they succeeded in barring our goods out of every Spanish port. The Cromwellians retaliated with a Navigation Act, and forced the Dutch vessels to salute ours, and to submit to being searched on all occasions. For long Tromp, hampered by the many-headed government at home, allowed the English to do what they liked, and it was a mere mistake which led to the first encounter with Blake in May, 1652. According to the Dutch account, Blake had nigh as many guns as we, despite fewer ships, and the battle was drawn. In the great encounter of December, 1652, when Blake was driven into the Thames, Van Tromp seems to have acted with magnificent spirit and daring. It was a running fight, and at one portion of it his

ship and Evertsen's were locked with Blake's and Captain Ackson's in a four-handed duel which left the foreigners victorious. The whole English fleet stood in danger of destruction, and was only saved "by occasion of the night." Afterwards, the Dutch deny that any broom was tied by Van Tromp to his masthead. It would have had to be a very big one, at any rate! But they tell an anecdote of his conduct during the fight which should endear him to all good seafarers. Whilst Tromp was watching the action a sailor with a bag of powder rushed by him, and, not seeing who it was who barred his progress, he boxed the homely old admiral's ears, and well nigh bowled him over. After the battle Van Tromp promoted the man instead of flogging him. "You did your duty," he said. "Never allow any man to interfere in the execution of your orders. But next time you hit, don't hit so hard."

When next Van Tromp and Blake fell in with one another the former was driven into the shallows off the coast of France, but he succeeded in conveying the merchantmen, which he had been sent out to the Bay of Biscay to protect, quite safely to their destination in Holland. "Whichever way this battle is looked upon," says one of his fairest biographers, "it must always be considered a masterpiece of prudence and courage. Not only was the English fleet superior in mere numbers, but its movements were perfectly free, whereas Tromp had to take care, not only for himself, but for his convoy."

In their last encounter Blake thrashed Van Tromp again, but not till the tough old Dutch sea-dog had, with his own hands, blown up half his deck, and with it the English sailors who were boarding his flagship.

It is not to be wondered at that the man who could do this should make a great ending. After the Dutch had for months been blockaded by our ships of war, Van Tromp ran out of the Meuse at the head of 82 vessels, determined, if possible, to decide issues with England once for all. A story is told of how his old mother came down to bid him goodbye aboard the *Brederode*. As she left the ship she turned to the sailors, and, in the simplicity of her good old heart, urged them never to abandon her son to the enemy. "We would rather set fire to the ship than surrender him." And when she seemed to doubt such devotion, they gave a ringing cheer for their "Father Tromp." She went away comforted. But that was a real farewell, for in the great fight following her son went on his long journey in very truth. It was on August 10th, the third day of the fight, that Tromp noticed Goodson, Monk's second in command, in front of him, and eager to engage. He hoisted the signal—a red flag—for his ships to advance, but it was unnoticed. "If anything has to be done, there is nobody to do it but myself," said he, as though in those few pathetic words he were summing up the history of his life. Smoke covered his ship from sight as she was outflanked by Goodson's squadron, and when the other admirals, who were awaiting the hoisting of the signal, again beheld her another flag flew at the masthead. It was a sign for them to assemble aboard the flagship. They came and on a few pillows in his cabin they found the body of

their great commander weltering in blood. Yet the Dutch ceased not from the strife. In sight of those low shores they had wrestled from the Spaniard and the sea, they wrestled on for the mastery of the ocean with the nation which in point of blood, religion, institutions, and instincts resembled them more than any other race in Europe. Long since has the victory fallen to us, yet for that very reason should we give our tribute of praise to our brave rivals of the 17th century, and to their great sea-dog, who, as his magnificent tomb at Delft records, "left to posterity a grand example of mastery in naval warfare, of fidelity to the State, of prudence, of courage, of intrepidity, and of immovable firmness."

It is reported that the Dutch Government intend to propose the evacuation of the Colony of Achen, in Sumatra, retaining possession only of the lighthouse upon the Island of Poeloebras.

THE *London Gazette* announces the erecting of certain British territory in New Guinea and the adjacent islands into a separate possession and government by the name of British New Guinea. William Macgregor, Esq., M.D., C.M.G., is to be Administrator of the Possession of British New Guinea.

A NEW SCREW PROPELLER.—The engineering firm and iron foundry of Th. Zeise, Hamburg-Ottensen, after many experiments, have succeeded in inventing a new screw-propeller, which promises to be of great importance for the future. Herr Zeise, who by an experience of many years, has acquired a thorough knowledge of every class of screws in use is, says *Kuhlou*, of opinion that the propeller in question, compared with others will have an advantage in effective power of from 8 to 10 per cent. The invention has been patented in most of the great shipping countries, having been already adopted for a number of steam-tugs. Trials have been made with large transatlantic liners and with more than satisfactory result. This ingenious but simple invention consists chiefly in a radial rise from the inner side of the screw towards the axis; but the difference between this propeller and any other is only to be distinguished by a practical eye.

THE SCHOOL SHIP "CONWAY."—The annual meeting of the subscribers took place on October 25th, at the offices of the Mercantile Marine Service Association, Liverpool. Mr. W. S. Graves was in the chair. The committee of management of the school ship, *Conway*, in their 29th report, as read by Mr. Charles M'Iver, the honorary secretary and vice-chairman, said that they were again happy in being able to report satisfactorily of the continued success of the school ship, both as an educational institution and a technical college for the training in the theory of navigation and practical seamanship of the future commanders and officers of the merchant service. During the past year a high standard of education had been maintained, for which the committee felt that they were greatly indebted to the zealous and able services of the commander and nautical and educational staff of the institution. It was with thankfulness that the committee reported that no serious illness had visited the ship during the past 12 months, but they regretted to state that the working of the institution during the year, as shown in the financial statement, had resulted in a balance to debit with the treasurer, Mr. T. W. Read, of £271 17s. 5d. During the year 62 boys joined, and 83 left the ship, and of those who left 64 entered the merchant service, the average number of cadets on the roll during the year being 153. Mr. Graves, in moving the adoption of the report, reminded them that his term of office was about to expire, and announced that it was his intention to retire in favour of Mr. Charles M'Iver. Mr. Clarke Aspinall seconded the motion, which was adopted. Captain Ward, the president of the Mercantile Marine Service Association, moved, and Captain Anderson, vice-president, seconded, the re-election of those members of the committee whose election falls upon the donors and subscribers. The thanks of the meeting were afterwards conveyed to Mr. Graves, on the motion of Captain Watt, seconded by Captain Hammill.

SEAMEN'S CONSULTATIVE COMMITTEE.

A meeting of delegates representing the following seamen's societies, viz.:—The Hull Seamen and Firemen's Association (Hull), North of England Sailors and Seagoing Firemen's Association (Sunderland), National Amalgamated Union of Sailors and Firemen of Great Britain and Ireland, United Mariners' Benevolent Society of Liverpool, Seamen's Vigilance Association of London, and the Amalgamated British Seamen's Protection Society, was held in Hull, on October 6th, at the rooms of the Hull Seamen and Firemen's Association, 1, Railway-street. The meeting, which was presided over by Mr. J. B. Butcher, was held in accordance with an understanding arrived at among the various societies concerned, for the purpose of finally selecting three persons to represent the seamen of the United Kingdom upon the newly created Consultative Committee on life-saving appliances, &c. A deal of correspondence had passed with the result of arranging for a meeting as a satisfactory method of coming to a fair and final conclusion on this matter, which had been referred back to the various societies for reconsideration by the Board of Trade, owing to the fact that five names had been submitted instead of three only, as required by the Act. The meeting proceeded to examine the credentials with which each delegate was furnished by their respective societies, and after a lengthy discussion upon the mode of selection, one method was adopted *nem. con.*, two scrutineers were appointed, Messrs. Lonsdale, of Sunderland, and Wm. Paterson-Lind, of London, and the following three seamen were declared duly elected:—Henry Friend of Sunderland, Matthew Callaghan, of Liverpool, and Tom Sumner Lemon, of London. A hearty vote of thanks to Mr. J. B. Butcher for presiding, and to the Hull Seamen and Firemen's Association for the use of their rooms, closed the proceedings, which were remarkable to seamen as being the first instalment of representation given to the British merchant seaman upon matters concerning his interest and safety at sea, and it is to be hoped that the three representatives selected will, by constant attendances on the committee and special attention to their duties, earn the goodwill and respect of those with whom they come in contact, so that when the labours of the committee are reported, we may find that the seamen's representatives have done their share of the important business before them in adopting practical means for the prevention of loss of life at sea. (Communicated.)

ACCORDING to returns which have just been made, the damage done to the town and port of Calais by the terrible explosion which occurred there recently on the petroleum steamer *Ville de Calais*, amounts to no less than 800,000 francs, chiefly for the smashing of glass. The value of the steamer was 750,000 francs.

A SHOCKING accident has occurred on board the training-ship *Lion*, at Devonport. Owing to stormy weather the signal was given to strike masts, and in the execution of this order Wm. Matson, petty officer, went aloft, when his foot slipped, and he fell overboard, striking the rigging in his descent. Two of the boys bravely jumped into the water, and, catching hold of the drowning man, retained him until a boat was lowered. He was brought on deck, when, we are sorry to say, it was found that his skull was fractured, and one leg nearly severed from his body. He died soon afterwards.

ON Monday night, the usual weekly meeting of the North of England Sailors' and Firemen's Friendly Society was held in the Central Coffee Tavern, Sunderland. Mr. James Storey presided. The secretary (Mr. H. Friend) read correspondence from several seamen's societies, and also the Board of Trade. He also reported that he had attended, with the representatives of six other societies, at Hull, for the purpose of electing three seamen to serve on the Consultative Committee on the Life-saving Appliances Bill, and he had been elected to represent the seamen on the North-East Coast. The secretary gave his report of the second interview with the Lambton firm in reference to the wages of the men employed in the weekly boats. The meeting decided to press for the advance, and a deputation was formed to again wait upon the firm on the subject.

LOOK out for squalls as the following cable despatch has just appeared:—"A storm of considerable energy passed east of Cape Race on Monday night, and its centre will probably move eastwardly north of the steamer tracks, and may disturb the weather on the western and northern British and French coasts between November 2nd and 4th."

SOME changes have recently been made by the Board of Customs in regard to the attendance of officers of the Customs Outdoor Department at Liverpool and Hull during the landing and shipping of goods—shortly to be extended to all other ports in the United Kingdom—and an agitation has been started for an eight hours' day.

AT Belfast the Board of Trade inquiry into the circumstances attending the stranding of the British barque, *Savannah*, of Bridgetown, Barbadoes, near Kilroot Point, Belfast Lough, has found that the vessel was not navigated with proper and seamanlike care, that blame attached both to the master and the pilot, and the court pronounced them both to be in default.

DURING the past week the fisheries in West Cornwall were rather quiet, the catches landed by the drift pilchard and mackerel boats being generally light. The seine shot at St. Ives resulted in about 2,000 hdds. being secured, the pilchards being placed under cure for the Italian markets. About 1,900 half hdds. of pickled fish were despatched for Italian ports by steamer.

IN the Admiralty Division of the High Court of Justice on Monday, before Mr. Justice Butt and Trinity Brethren, an action was brought against the owners of the steamship *Alford* by the owners of a cargo of sugar and coffee laden on board the barge *Margaret*, to recover damages for the loss of the cargo through the sinking of the barge by collision on May 27th, 1887, in the Upper Pool of the river Thames. Mr. Justice Butt held that the *Alford* was to blame.

THE smack, *John Webb*, of Grimsby, arrived in that port on Saturday morning, with a remarkable fish in the cargo. This is a large full-grown plaice, bearing the letters "H. Read" cut in capitals about an inch and a half long, and covered with a thin skin, this showing they had been cut when the fish was younger. The letters are of a bluish red tint. The fish measured 19 inches by 11½ inches. The plaice has been seen by hundreds of people.

A LIVERPOOL paper notes with approval the appointment of Lieut. Smith, R.N.R., commodore of the Allan line, as nautical assessor, chairman of the Board of Examiners of Masters and Mates, and commissioner to inquire into wrecks for the Canadian Government, as he has had an experience which peculiarly fits him for these duties, has been connected with the Allan line for 30 years past, and has already assisted in the Vice-Admiralty Court at Quebec.

THE quarterly Court of Governors of the *Warspite* training ship has been held in London. It was reported that three medals had been granted to Old Marine Society's boys, and 82 poor orphans and others had been admitted, and 78 trained lads sent to sea. The boys now being discharged to sea had been a little over seven months under training, and no difficulty had been experienced in obtaining good berths for the *Warspite* boys on board fine ships bound on long voyages at wages from 15s. to 40s. a month.

AT two o'clock on Sunday morning the coastguard at Holy head observed torchlights burning outside the breakwater. Rapidly launching the lifeboat they pulled to the spot, and found the large four-masted ship *Galgate* from Liverpool to San Francisco in charge of the tug *Gladiator*. The *Galgate* was being towed into the bay, when both ship and tug were caught in a violent gale and blown to leeward. The ship was eventually boarded by a pilot, and the weather moderating, was safely towed into Holyhead Bay.

A CORRESPONDENT with the Mediterranean squadron writes: As showing the very tender hide of our big ironclads at their unarmoured ends, it is an interesting fact that during the *Benbow's* passage from England one of the torpedo boats accompanying her got too close, and her nose, just touching slightly the big ship's side as she rolled towards her, made a hole through it. The damage was soon repaired, and the only sufferers were the gunroom officers, who had some stock spoiled by the sea-water that found its way into their store-room.

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hundreds have been successful.

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ciation Reporter*, published monthly.

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men being retained for the purpose, and
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cases of injustice to Masters and Officers,
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time of suspension commuted, certificates
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school ship *H.M.S. Conway*, belonging to
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Members of the association having a prefer-
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sionally granted to the sons of unfortunate
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boxes, &c.

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who have wives or other relatives to live with
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less than Sixty Gentlemen, seven-eighths of
whom are, or have been, Commanders in the
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of Shipowners, is governed entirely by Nautical
Men in the interests of Masters and Officers
particularly, and the Merchant Service
generally.

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SATURDAY, NOVEMBER 3rd, 1888.

SAILORS AND SHARKS.

WRITING to us from the Sailors' Insti-
tute, Mercer-street, London, E., on October
31st, 1888, Henry Phillips, formerly a
ship's steward, says:—"I hope you will
excuse my intruding on your valuable
time, but on the last occasion I had the
honour of speaking to you you entered so
fully into the spirit of my grievance, and
sympathised so much with me, that I feel
encouraged to say a few words to you on
the subject of buying berths on board
ships. Of course, sir, I am not in a
position to prove that they are bought,
but yet I have been told by several that
unless I can produce £1 or £2 it is no
use my trying to get a berth in any
London line of steamers. Now, sir, I
most respectfully submit that this is a sub-
ject that ought to be brought before the
shipowners, because I am under the im-
pression that they would prefer to
have men in their ships who understand
their work than those who do not, and, as
is often the case, leave good jobs on shore
to go to sea. Sir, when I last saw you,
you looked over my papers and they were
all good. I also told you that I had a
wife and two children in Avonmouth,
and I have been here now six months
out of a ship, and am totally destitute,
and I believe all through this accursed
buying system that has deprived me of
gaining a livelihood for my wife and family.
If this were not done we would have a
chance of getting employed on our own
merits, as shown in our certificates of
discharge. Those certificates are issued

by the Board of Trade as you are aware,
sir, and any alteration of such certifi-
cate, or any person other than the
lawful owner tendering one so as
to gain employment, is liable, according
to the Merchant Shipping Act, to a fine
or imprisonment. Therefore, sir, I con-
tend those papers, being *bona fide* papers
as to character and ability, should be
recognised, otherwise there is no earthly
use in us keeping them or the Board of
Trade issuing them. Our certificates
ought to be recognised in preference to
any reference from people living on
shore."

The writer of the foregoing letter has
shown us his discharges, from which he
appears to be a deserving man. There
are, however, only too many poor and
deserving men, and it is not so much for
the purpose of drawing attention to his
case as for the purpose of exposing the
system which he condemns that we
give this prominence to his complaint.
His complaint is only one of several that
have been made to us of the same kind
of thing, and his case, therefore, is a typical
one. Too typical, indeed, for while he
knows of the existence of the evil
he does not prove it by citing a
case in which money has actually been
extorted for getting a man a ship.
If only a part of all that we hear be true
on this subject there must be plenty of
men who could give full particulars of
names, dates, and sums, so that the
authorities could act. In other words,
there must be a number of seafaring men
to blame for failing to furnish such infor-
mation; the reason assigned being that
they believe they would be boycotted and
could not get a ship if they thus came
forward. That belief is quite a mistake
and we do not share it. Nevertheless,
while it exists we can understand why
seafaring men hang back. What is more
difficult to understand is, why do not the
authorities take steps to detect particular
cases of this system of bribery and rob-
bery? The work would neither be very
difficult nor very expensive, and the thing
ought certainly to be done without delay.

THE first annual demonstration of the
Sailors' and Firemen's National Amalgamated
Union was held last Monday evening in Sun-
derland. The society was started in that town
12 months ago, and now has branches in
Shields, Glasgow, Cardiff, and Liverpool. It
was claimed for it that it had been the means
of increasing sailors' wages at various ports,
and a motion pledging the meeting to support
it was passed. An address was presented to
Mr. S. Plimsoll, who spoke advocating the
establishment of sailors' homes on co-operative
principles. Sailors, he said, should be allowed
to vote by proxy, and the principle of Trades
Unionism should be cultivated.

NAUTICAL NEWS.

THE new lifeboat at Berwick has been tried and found to possess satisfactory qualities.

THE steamer *Dragoman*, from Cardiff, at Bombay, reports the suicide of a stowaway.

ON Sunday the steamer *St. Fillans* arrived at Dundee from Calcutta with 18,825 bales of jute.

DURING the past week 22 steamers arrived at Leith of 14,989 tons and five steamers of 808 tons.

THE Red Star line steamer *Pennsylvania*, on her last trip to America, supplied provisions to the barque *Mowhill*.

IT is reported from St. John's, N.B., that the captain of the *Escalona* (s), from Middlesbrough, has been drowned.

A YOUNG Norwegian seaman escaped on Wednesday from his ship at Queenstown, on a raft of his own construction.

IN consequence of the red sector of Souther Point Light being obstructed, it has been extended two degrees further eastward.

THE National steamer *Queen* arrived from New York, experienced a heavy gale in the Atlantic, losing her starboard lifeboat.

ACCORDING to an authority, the green colour of the sea in many parts is due to the presence of numerous diatoms, radiolaria, &c.

AN anonymous donor has forwarded £500 to the fund for maintaining the cruising hospital ships of the Mission to Deep Sea Fishermen.

THE Eastern Extension Australasia and China Telegraph Company notify the restoration of communication with Australia and New Zealand.

THE schooner *Arthur* has arrived at Dundee from St. Helena with the damaged portion of the cargo of jute belonging to the Liverpool ship *Mysore*.

THERE is continued briskness in the ship-building trade of the Tyne, amongst the vessels on hand being several of 3,000 to 4,000 tons deadweight.

ON the Wear many large vessels are building. Fifty-eight ships have been launched there this year already, and a good many more are to follow.

UP to October 25th the statistics of wrecks for the year 1888 are 955 vessels and 477 steamers, against 1,058 and 460 at the same time last year.

NOS. 28 and 29, first-class torpedo-boats, destined to reinforce the defences of the Cape, have made satisfactory trials of their machinery at Portsmouth.

THE West Indian mails of the British steamer *Atlas*, which foundered in New York harbour on October 23rd, have been recovered in fair condition.

THE San Francisco Pilots' Protective Association have, we learn, ordered out their men in the employ of the California Steam Navigation Company.

AT Grangemouth last week 27 steamers arrived, having an aggregate tonnage of 11,485. Fourteen sailing vessels arrived, with an aggregate tonnage of 2,779.

IN connection with the strike of workmen at Tilbury Dock a strike fund has been started, headed by a contribution of £5 from Mr. Samuel Montagu, M.P.

IT is stated that the new firm which has opened the Govan Shipbuilding Yard has received an order for a large cargo-carrying steamer for a Glasgow firm.

H.M.'s ironclad *Nelson* has arrived at Simonstown, on her way home from the Australian station, where she has been replaced as flagship by the *Orlando*.

FROM Georgetown (British Guiana) we learn that during last year 961 vessels entered the port, of which 514 sailing vessels and 101 steamers carried the British flag.

THE Red Star Line Steamship Company, plying between Antwerp and New York, contemplates building two new steel steamers of the size of the *Westernland*.

THE steamer *Rhenania*, at Bilbao, reports having passed near Guernsey, on October 22nd, a two-masted schooner on beam ends and evidently abandoned, in track of shipping.

FOR nearly five months the ship *Rock Terrace* had been floating in the Pacific Ocean without a crew or a living thing on board, when boarded in lat. 2 55 N., lon. 140 3 E.

DURING the past week there were reported as having arrived in the Clyde from foreign ports 27 vessels of 23,889 tons, as against 27 vessels of 27,480 tons in the previous week.

IT is stated that an intercolonial conference has been sitting in Georgetown, British Guiana, to discuss a measure for providing uniform quarantine for Colonies in the western seas.

MR. SPENCER, formerly a chief officer of the American line steamers, has been appointed master of the steamer *Illinois*, now coming home from Norfolk (Va) with cotton to Liverpool.

IT is announced that Captain Jellard, of the steamer *Cearense*, belonging to the Red Cross line of steamers trading between Liverpool and Brazil, has just died of yellow fever at Brooklyn.

THE owners of the British barque *Mary Kitchen* have placed the vessel under the flag of the Argentine Republic, and mean her to hail from Buenos Ayres. Captain Ryan will command her.

A TELEGRAM from St. Petersburg, dated October 30th, says that on the previous night it blew a strong gale from the west. The river was full of drift ice, which had carried away several lighters.

THE steamer *Starlight*, from Savannah, at Liverpool, reports passing three small boats, bottom up, between the Bar and the Rock Lightship, when coming up the Channel last Sunday morning.

THE four survivors of the fishing vessel *Madeleine*, which was run into and sunk early last month off the coast of Newfoundland by the National Line steamer *Queen*, arrived at Havre last Monday.

A TELEGRAM from Porto Rico states that the British schooner *Alta*, which cleared thence on the 19th ult., for Antwerp, has been captured off Cape Haytien, with arms and ammunition on board.

THE Perim Coal Company reports that H.M.S. *Audacious* called at Perim on Monday. She took 350 tons of coal, and was in the harbour only five hours and a quarter. This was considered good work.

ACCORDING to reports from Finland many thousands of logs are floating about the Gulf of Bothnia. They were recently washed away from Aland Bay by a flood, and are now impeding the navigation.

FROM a consular report just issued, we notice that during last year shipping entering Santander, Spain, increased by 186,376 tons, or 56 per cent. over 1884, British shipping being 16½ per cent. of the whole.

THE Directors of Tilbury Dock, on the ground that they will go out of office in a few days, told a deputation last Wednesday that they were unable to raise the pay of the labourers by the penny an hour asked.

THE report of the directors of the Sharpness New Docks and Birmingham Navigation Company for the half year just ended shows an increase in the receipts which is attributed mainly to the activity in the grain trade.

THE Emperor William of Germany, at Hamburg on Monday, laid the foundation stone of the structure that is to commemorate the entrance of that city into the German Customs Union, and afterwards inspected the Elbe Freihaven.

A LETTER, dated September 24th, from J. W. Van Putten, Lambert Bay, the Cape, says a lifebuoy has been washed ashore, marked "Andrée Rickmers," Bremerhaven. The *Andrée Rickmers* left Cardiff on August 14th for Singapore.

THE steamship *Pundua*, 3,300 tons, recently built for the British India Steam Navigation Company, by Messrs. A. and J. Inglis, Point-house, Glasgow, has completed her official trials, on which occasion she attained a speed of 13½ knots.

IT is said that the whole of the wells in Clarence Victualling Yard, Portsmouth, from which her Majesty's ships on the Portsmouth station are supplied, are so contaminated by gas that they have been ordered to be closed immediately.

AT Swansea, Robert B. Williams, fitter, of Plasmarl, has been prosecuted by the Board of Trade, and fined £5 and costs, for acting as a passage broker, without having given the necessary bond and sureties of £1,000 according to the statute.

THE Queensland Government has dismissed Commander Wright, of the Colonial Naval Defence Force, for open defiance of its orders. That officer contends that the dismissal was illegal, as it was issued whilst he was flying the white ensign.

THE *Viscountess Bury*, which has just been launched at Chiswick, is the largest electrical boat which has yet been built for the Thames, or probably in the world. She is intended for public use, and will carry upwards of 80 passengers comfortably.

CHARLES RICHARDS, fisherman, for acting as skipper without a certificate, has been fined 21s. or a month, and sentenced to six weeks' hard labour for making a false representation to Mr. Wood, Mercantile Marine Superintendent, Great Grimsby.

THE following vessels have been sold:—The steamer *Egret* (to C. Furness, of West Hartlepool), the Russian barque *Ocean*, the steamer *Orleans*, the ship *Camel*, the screw launch *Pollio* (to Mr. J. Williams, Liverpool), and the Swedish brigantine *Maren*.

AT a Board of Trade inquiry, held at Middlesbrough, into the stranding of the steamer *Fitzwilliam*, in the Baltic, the Court held that the master, Robert Warwick, had taken his vessel too close in shore, and suspended his certificate for six months.

BOTTLE picked up in Ballycotton Bay containing scrap of paper, with the following written in ink on it:—"The barque *Jane*, (for?) Bilbao, going down, all hands on board. God save us all, good-bye to my dear wife, Jane Murray, Ganges-street, Newcastle."

H.M.S. *Garnet*'s boats, while cruising off the Island of Pemba, have succeeded in capturing three more slave dhows, with about 60 slaves on board. In two cases the Arabs resisted, but they were eventually made prisoners, and there were no casualties on our side.

A PETERHEAD correspondent wrote last Monday:—"Active, whaler, passed here to-day (clean), from Cumberland Gulf for Dundee, reports part crew of *Germania*, of Peterhead, coming home with *Earl Mar* and *Kellie*, of Dundee; two last vessels reported clean."

THE Haytian Minister at New York has received information that the American steamer *Haytian Republic* has been captured while attempting to enter the harbour at Saint Marc with rebels and ammunition. The prisoners were taken to Port-au-Prince.

A CONSULAR report says that Bremen is making great efforts to improve its harbour, and large new works are in course of construction there. But the Weser will always be a difficulty and a hindrance, continues the report, to the complete success of Bremen as a large port.

ADDRESSING the Tyne Defence Committee, last Monday, at Newcastle, Lord Armstrong advocated the arming of existing forts with modern guns, the establishment of such additional forts as may be deemed essential, and the laying down of submarine mines defended by guard-boats.

THE Government of Nicaragua has decided that for all goods imported into that country two invoices must be delivered to the Consul, indicating the price and total amount, the net and gross weight, marks and number of packages, mode of shipment, and an exact description of each article.

A SAILOR named John Boland, of the Dublin vessel *Maiwas*, lying in Garston Dock, Liverpool, is now in the Garston Accident Hospital suffering from concussion of the brain. He was engaged scraping the mast when he fell to the deck, being rendered delirious, but the poor fellow is progressing favourably.

THE Russian Government have granted a subvention of 110,000 roubles per annum to a company which has undertaken to establish a line of steamers between the Russian ports in the Pacific and those of Corea, Japan, and China. The steamers are to be available for Government service in case of war.

INTELLIGENCE from Alaska states that 13 whalers are ice-bound in long. 174 deg. W., and lat. 74 deg. N., and that their position is hopeless. Over 500 persons are on board the vessels, which, together with their cargoes, are expected to become a total loss. A man-of-war is being sent to their assistance.

TWENTY British vessels and 18 foreign vessels were reported as shipwrecked last week in various parts of the world, eight being lost off the British Isles. Collision cases numbered 39, of which 26 took place off the coasts and in the rivers of the United Kingdom. Loss of life for the week numbered 46 persons.

THE sailing ship *Earnock*, lying in the Mersey off Seacombe, early the other morning, and while a very high wind was blowing, dragged her anchors, and drifted towards Clarence Dock. She exhibited blue lights, attracting the tug *Toiler*, which succeeded in placing the *Earnock* at a safe anchorage.

THE Swedish steamer *Albert* has been chartered for the West India and American fruit trade by the Tropical Fruit Company. She will receive 1,500dol. per month, the charter having been made some time before the recent advance in Transatlantic freights. The present rate for the same charter would be 2,500dol.

CAPTAIN WILLIAMS, of the barquentine *Glynwood*, at Rhyll, reports that he derived great benefit by the use of oil, towing it in bags on the weather bow during the time the ship was hove to in a heavy gale of wind in the Atlantic on September 21st, 22nd and 23rd, on his passage from Quebec to Rhyll.

MR. OSCAR BARTON MORRIS, master of the barque *Harry Buschman*, has been found guilty, by a board of assessors sitting at Plymouth, of stranding his vessel on Plymouth Breakwater on the morning of October 3rd. The court found that the cause of the stranding was the culpable neglect of the master, and suspended his certificate for three months.

LETTERS from Zanzibar received last Tuesday state that the *Boadicea*, flagship of Rear-Admiral the Hon. E. R. Fremantle, had been down coast in consequence of some trouble between the Germans and the natives, and was returning to her anchorage later in the day, when she came into collision with the *Garnet*, smashing up the stern boat hoisted on the davits, and making a large hole in the ship's stern right into the captain's cabin. The *Garnet* will have to repair temporarily until she reaches Bombay. The damage sustained by the *Boadicea* was the carrying away of her dolphin striker and some of her headgear.

THE *Mercantile Marine Service Association Reporter* has generally much matter interesting to seafaring men. The new number for October, which was published at the end of the month, has a valuable and explanatory article deserving much attention, in the proposal to legalise seamen's advance notes. Articles on Lloyd's Signal Stations, Hurricanes in September and October, '88, Ice Codes and Night Signals, Tornadoes and Waterspouts, and Notes on recent Wreck Inquiries are amongst the other contents of this welcome publication.

THE November number of the *Life Boat Journal*, of the National Life Boat Institution, which is published quarterly, besides containing much valuable information regarding that most beneficent organisation—which appeals so strongly to the sympathies of seafaring folk and their friends—has a most interesting article on "English Sea Fisheries," with special reference to this year's reports of the inspector of sea fisheries. The price of this valuable publication is only threepence, and it may be obtained from Charles Dibden, Esq.—a name ever honourable in the annals of the sea—at 14, John-street, Adelphi, London, W.C.

A MEETING of Thames watermen and ferry men plying for hire at Custom House, Battle-bridge, the Tower, and Pickle Herring Stairs was held last Wednesday, to receive answers to resolutions sent to the Corporation with regard to compensation for loss of livelihood by the new bridge works at the Tower. The Lord Mayor wrote that he understood that the report of the committee would be brought before the Court of Common Council next day (Thursday). The letters from the Town Clerk and City Comptroller were regarded also as satisfactory. Mr. Burgess (secretary of the Ferry-men's Society at the Tower-stairs) stated that before the obstruction the average earnings were from 5s. to 6s. per day. The tiers of shipping having largely left the "upper pool" the men's earnings now did not exceed 1s. 3d. to 1s. 6d. per day. This was due entirely to the Tower Bridge works. Mr. May, Custom House-stairs, expressed confidence in the Corporation to grant compensation. Others having spoken, a deputation was appointed to attend the Court of Common Council.

THE Royal Mail steamer *Para*, which arrived at Plymouth on Saturday from the West Indies, landed 18 survivors of the iron ship *Ardencaple*, of Glasgow, and 11 survivors of the ship *Earl of Wemyss*, of Glasgow, which vessels, as already reported in SEAFARING, were in collision recently, when the latter foundered in three minutes. The following are those belonging to the *Earl of Wemyss* who were drowned:—Charles Dinear, mate; William Slee, seaman; Jonah Mallick, Jocklyn, Clarke, Duncan, Kinsey, Charles Holsen, Peter Weedle, John Morris, William Sutes, William Malbilla, George Pearson, able seamen; John Moore, ordinary seaman; Mrs. Colquhoun (captain's wife) and her three children. The list of those saved is as follows:—Captain Colquhoun; William McNellie, second mate; William Grubb, steward; John Power, William Browne, William Dolan; Philip Splane, Edward Casteller, James Avery, Edward Kostello, all able seamen. The crew of the *Ardencaple* were all saved.

SHIPS SPOKEN.

Skelmorlie, London for Sydney, September 6th, 4 N 27 W, per Gudrun, at Liverpool.
Santiago, San Francisco for Queenstown, October 16th, 20 N 28 W;
Corinth, London for Launceston, October 19th, 32 N 22 W—last two per Portuense s, at Liverpool.
QCVT (German), Saigon for Hamburg, September 8th, 5 S 17 W;
Forrest Hall, Cardiff for Colombo, September 16th, 7 N 25 W;
Ailsa, Liverpool for Calcutta, September 18th, 9 N 24 W;
Addie H. Cann (barque), September 18th, 9 N 24 W;
Favonius (barque), September 29th, 23 N 30 W;
Reigate, Conception for Cork, October 10, 40 N 27 W—last six per Stronsa, at Liverpool.
Bay of Naples, Hamburg for Calcutta, September 16th, 11 S 33 W;
Gartmore, of Liverpool, bound south, October 24th, 48 N 15 W—last two per Mentana, at Falmouth.
British American, New York for Bordeaux, October 23rd, 48 N 16 W, per Contest, at Falmouth.
Prince Rupert, Hudson's Bay for London, October 22nd, 50 N 20 W;
Gabrielle, Grand Banks (NF) for St. Pierre, October 23rd, 50 N 12 W—last two per Buffalo s, Malet, at Portland, Dor.
Trust (British brig), steering E, October 6th, 46 N 52 W.
Guldbringa (Norwegian), bound west, October 20th, 50 N 17 W;
Bonne Juliette, of Lorient, bound north, October 21st, 50 N 6 W—last two per La Normandie s, at Havre.
Doris Eckhoff (American barque), steering east, October 22nd, 52 N 18 W;
Annie J. Marshall, New York for Rotterdam, October 23rd, 51 N 11 W—last two per Pomeranian s, at Portland.
Kelvin, St John (NB) for Penarth, October 8th, lat 46, lon 57, per La Bourgogne s, at New York.
Seammell Bros, New York for Yokohama, August 24th, 26 S 27 W, per General Donville, at New York.
Highlander, New York for Rotterdam, October 10th, lat 40, lon 38, per Aurania s, at New York.
C C Chapman, Hong Kong for New York, October 14th, lat 41, lon 67, per Lord Lansdowne s, New York.
Blenda, Laurvig for Adelaide, October 3rd, lat 39, lon 15;
Sierra Madrona, Newport for Bombay, October 3rd, lat 39, lon 15;
Thalassa, Hamburg for Rangoon, October 3rd, lat 39, lon 15;
Chignecto, Ghent for New York, October 12th—last four per California s, at New York.
Daphne, Iquique for Falmouth, August 13th, 57 S 68 W;
RDEP (German ship), Iquique for Falmouth, August 13th, 56 S 63 W;
Glandinorwig, Liverpool for Chittagong, August 29th, 27 S 29 W;
Loch Ken, Pisagua for Queenstown, September 4th, 15 S 29 W;
Aphrodita, Antwerp for Melbourne, September 15th, 8 N 27 W;
Carlisle Castle, London for Melbourne, September 17th, 9 N 26 W;
Macdiarmid, London for Australia, September 18th, 9 N 26 W;
Naiad, Iquique for Queenstown, September 20th, 11 N 26 W;
Ben Lawers, Iquique for Falmouth, September 23rd, 15 N 29 W;
JFST (American barquentine), steering S, September 29th, 22 N 31 W—last ten by the Loch Fergus, at Queenstown.
Verdischop brigantine, of Amsterdam, steering east, October 23rd, 50 N 16 20 W;
Loch Fergus (barque), of Liverpool, steering east, October 23rd, 50 N 15 22 W—last two per Discoverer s, Hughes, at Liverpool.
Argo (barque) for Liverpool, October 20th, 47 N 27 W, per Discoverer s, Black, at Liverpool.
Baldur, Iquique for the Channel, September 5th, 20 S 30 W;
Hesperus, London for Melbourne, September 11th, 13 S 27 W—last two per Mary Low, Robertson, at Queenstown.
Hannah Blanchard (barque), standing west, October 10th, 44 N 57 W, per Adriatic s, Cameron.
Bay of Bengal, London for Sydney, September 1st, 2 S 28 W;
Wanganui, London for Sydney, September 11th, 12 N 29 W;
JSPQ (ship), Calcutta for Hull, October 6th, 45 N 40 W—last three per Dolbadern Castle, Jones, at Queenstown.
Theophane, London for Adelaide, September 22nd, 15 N 27 W, per Godiva, at Liverpool.
Macmillan, San Diego for Iquique, September 19th, 18 N 120 W.
Bedford, Amsterdam for New York, October 15th, 40 N 73 W, per Britannia s, at New York.

Ganges (barque), of London, steering south, September 20th, 3 N 27 W, per Alexander Yeats, at New York.
Bolivia, Rangoon for Rouen, 96 days out, 18 S 2 W, per Steinvara, at New York.
Auguste (German barque), August 20th, 30 S 56 W.
Tonio, of Genoa, bound south, September 2nd, 19 S 30 W;
Nellie Brett, of New York, bound south, September 18th, 8 N 28 W;
Nana (?) (Danish barque), bound west, October 21st, 45 N 28 W—last three per Gusta Helene, at Falmouth.
Joseph H. Scammell, bound south, August 31st, 41 S 29 W;
PHCW (Dutch barque) (? PHGW. Kinderdyk, of Alblasterdam), bound south, September 12th, 8 N 27 W—last two per Olive, at Falmouth.
Macduff (Norwegian ship), bound south, October 9th, 27 N 20 W, per Dilsberg s, Black, at Liverpool.
Prince Patrick (Norwegian barque), bound east, October 18th, 44 N 45 W;
Mary, of Montrose, bound east, October 23rd, 50 N 12 W;
Matterhorn, of Liverpool, bound east, October 23rd, 50 N 11 W—last three per Rhyndale s, at Antwerp.
Giovanni Ansaldo, Antwerp for Buenos Ayres, October 6th, 22 N 22 W, per Canada, at St. Vincent.
LSKW (? LKSN, Thalia) (German ship), Hull for Pisagua, October 1st, 27 N 19 W;
Bristow (English barque), bound south, October 2nd, 23 N 22 W—last two per Nasmyth s, at St. Vincent.
TPCV (British schooner), steering west, October 17th, 47 N 36 W, per Barrowmore s, Inch, at Liverpool.
Billow Crest, (schooner), of Plymouth, bound west, October 21st, 50 N 35 W, per Nevada s, Cushing, at Liverpool.
Wellington, London for Canterbury, October 9th, 12 N 26 W, per Laplace s, Allcott, at Liverpool.
Lufra, September 14th, 7 N 26 W;
Callor On, Newcastle for Mauritius, September 14, 7 N 26 W;
Haakon Haakonsen, Liverpool for Buenos Ayres, September 15th, 8 N 26 W;
Scottish Dales, Rangoon for Liverpool, October 1st, 25 N 31 W—last four per Lock Bredan.
QFD5 (?) (German barque), Baltic for Capetown, September 15th, 8 N 26 W;
Ino (Swedish barque), for River Plate, September 29th, 22 N 31 W;
Iono (Norwegian barque), bound south, September 29th, 22 N 31 W—last four per Naiad, from Iquique.
Black Hawk, of Bremen, October 21st, off the Lizard, per Velocifero, at Falmouth.
Cerro Alegre, Bordeaux for Valparaiso, October 17th, 45 N 8 W, per Licata s, Seeth, at Hamburg.
NCPT (?) (Italian barque), October 14th, 27 N 19 W, per Ceara s, Gotsche, at Hamburg.
PHQB (barque), outward bound, October 6th, 48 N 4 W, per Ruby, at Kirkcaldy.
Loch Fergus, WCSA for Queenstown, September 14th, 7 N 27 W;
German schooner, Auckland for Lisbon, September 15th, 8 N 27 W;
Orion, Gelfe for Melbourne, September 17th, 9 N 26 W;
Ben Lawers, Iquique for Falmouth, September 19th, 10 N 26 W;
Loch Bredan, Iquique for Queenstown, September 19th, 11 N 27 W;
LFTQ, Pisagua for Dunkirk, September 22nd, 14 N 27 W;
Star of Erin, from Melbourne, October 9th, 39 N 31 W;
RPBJ, Mauritius for Liverpool, October 15th, 50 N 25 W—last eight per Loch Ken, at Queenstown.
QDWC (German four-masted ship), steering south, September 30th, 22 S 40 W;
PTVJ (Italian barque), Monte Video, October 3rd, 12 S 35 W;
HDMJ (British ship), steering south, October 5th, 5 S 32 W;
NFVH (German barque), steering south, October 10th, 12 N 26 W;
Beechdale, of Liverpool, steering south, October 10th 12 N 26 W;
City of Athens, of Glasgow, steering south, October 10th, 13 N 26 W;
KRCE (British barque), steering south, October 14th, 21 16 N 23 20 W;
Sobraon, of London, steering south, October 15th, 25 27 N 21 W;
Khedive, of Hartlepool, steering south, October 16th, 28 6 N 20 W—last nine per Pensher s, at Liverpool.
Earl Wemyss, San Francisco for Cork, August 20th, 42 S 40 W;
Lord Cairns, San Francisco for Cork, August 31st, 25 S 28 W;
Daphne, Iquique for Falmouth, September 1st, 23 S 28 W;
Star of Erin, Port Adelaide for Cork, September 4th, 15 S 28 W;
Oread, Germany for Melbourne, September 14th, 7 N 27 W;

Honduras, Concepcion for Liverpool, September 18th, 9 N 26 W;
 Carey L. Tyler, New York for Melbourne, September 29th, 22 N 31 W;
 Ben Lawers, steering north, September 30th, 24 N 31 W;
 Naiad, Iquique for Cork, October 5th, 29 N 31 W—last nine per Bothwell, Melmore, at Liverpool.
 Casilda, London for Rosario, September 17th, 16 N 26 W, per Vandyck, at Rio Janeiro.
 Norwegian (barque), bound east, October 24th, 53 N 25 W, per Venetian s, Parry, at Liverpool.
 Anne Holland, Rochefort for Mazagan, October 24th, off Cape Finisterre, per St. Fillans s, at Dundee.
 Havre, Shields for Valparaiso, September 23rd, 6 S 35 W;
 HGCW (?) (British barque), September 29th, 8 N 29 W;
 Bann, London for Calcutta, September 29th, 8 N 29 W—last three per F. S. Ciampa, at Queenstown.
 Luxor, New York for Melbourne, October 20th, 19 N 24 W, per Trent s, at Southampton.
 Routenbeck, Stockton for Adelaide, September 1st, 22 S 31 W;
 Oaburgha, September 8th, 4 S 31 W;
 Bonafides, Christiania for Adelaide, September 16th, 8 N 27 W;
 Manx Queen, Stockton for Buenos Ayres, September 16th, 8 N 27 W;
 Hansa, New York for Santos, September 17th, 9 N 26 W;
 Sedice Agosto, Antwerp for Buenos Ayres, September 18th, 9 N 26 W;
 St. Kilda, September 18th, 9 N 26 W;
 Nehemiah Gibson (American barque), September 29th, 22 N 31 W—last eight per St. Mar-nock, at Queenstown.
 Christabel, Cadiz for St. John's, October 23rd, 45 N 47 W, per Aurania s, Hains, at Liverpool.
 Ethelbeht, Liverpool for Victoria, August 18th, 28 S 46 W;
 Glenfart, Clyde for San Francisco, September 29th, 44 N 62 W;
 Perseverance, Shields for Caldera, September 29th, 44 N 61 W;
 J. T. North, Liverpool for Iquique, September 29th, 43 N 61 W;
 Orealla, Liverpool for Calcutta, October 18th, 20 N 22 W;
 SFKN (Italian barque), for Rio Grande, October 19th, 23 N 20 W—last six per Cotopaxi s, Hayes, at Liverpool.
 Cardinal, Newport for Rosario, October 19th, 25 N 21 W;
 Queen of the West, Middlesbro' for Buenos Ayres, October 24th, 44 N 10 W—last two per J. W. Taylor s, Cook, at Liverpool.
 Cornuvia, London for Newcastle (NSW), October 20th, 8 N 25 W;
 RFDI (Dutch barque), October 21st, 13 N 23 W;
 India, of Bremen, October 21st, 13 N 23 W;
 Princess, of Glasgow, October 21st, 13 N 23 W;
 JBHG, of Glasgow, October 22nd, 17 N 21 W;
 British India, Grimsby for Oregon, October 26th, 37 N 12 W—last six per Tamui s, at Plymouth.
 Undine, Cardiff for San Francisco, August 17th, lat. 57 lon. 75 W;
 British Envoy, Cardiff for Iquique, September 2nd, lat. 42 79 W—last two per Craigmullen, at Valparaiso.
 Stanley Sleath, of Swansea, October 19th, off Cape San Sebastian, per Heimdahl s, Krohn, at Certe.
 Maria Casabona, Newport for Certe, October 26th, 38 N 10 W, per Garth Castle s, at Plymouth.
 Loch Long, Glasgow for Melbourne, September 20th, 4 S 28 W;
 Ellenbank, Liverpool for Pisagua, September 21st, 2 S 27 W—last two per Eliezer, at Cardiff.
 Santiago, of Liverpool, steering NE, September 2nd, 55 S 61 W;
 Aphrodita, of London, steering south, September 27th, 5 S 27 W;
 Mysore, Channel for Port Lincoln, September 30th, 5 N 28 W;
 Cashmere (barque), of Liverpool, steering south, October 1st, 7 N 28 W;
 Provence (barque), of Fecamp, steering S.W., October 22nd, 42 N 18 W;
 Dorane (Danish brig), steering SW, October 24th, 46 N 11 W—last six per Leander, at Dunkirk.
 Warwickshire, Liverpool for Iquique, October 29th, 52 N 6 W.
 Angerona, Middlesbro' for Port Pirie, September 19th, 0 S 21 W;
 City of Quebec, Cochin for London, September 27th, 16 N 31 W—last two per Sierra Colonna, Bowles, at Queenstown.
 QVFP (?) (Dutch barque), bound west, October 22nd, 43 N 48 W;
 Amaranth, of Belfast, October 25th, 48 N 32 W;
 QCGR (?) (Dutch barque), bound west, October 28th, 51 N 16 W—last three per The Queens, Heeley, at Liverpool.
 John o'Gaunt, Middlesbro' for Desolation Bay, October 20th, 20 N 24 W, per Garrick s, Cowan, at Liverpool.
 Undine, Cardiff, for San Francisco, August 17th, 67 N 75 W;
 British Envoy, Cardiff for Iquique, September 2nd, 42 N 79 W—last two per Craigmullen, at Valparaiso.

Invercargill, from Liverpool, August 20th, 19 N 26 W, per Carrie Dingle, at Rio Grande.
 Bonito (barque), steering SW, October 21st, 25 N 27 W;
 Pater (barque), steering SW, October 26th, 43 N 15 W—last two per Theresina s, Spedding, at Liverpool.
 Elise (barque), of Bremerhaven, steering east, October 21st, 50 N 12 W, per Marsala s, Maass, at Hamburg.
 Thomas Hamlin, Pisagua for Queenstown, August 4th, 37 S 84 W;
 Dilbhar, Iquique for Hamburg, August 25th, 44 S 50 W—last two per Palawan, Partridge, at Queenstown.
 Saranak (Norwegian barque), October 17th, 39 N 12 W, per Gazelle, Breckwoldt, at Lisbon.
 Polynesian, Philadelphia for Padang, September 2nd, 20 S 29 W.
 Josephus, Philadelphia for San Francisco, July 25th, 40 S 55 W.
 Nebo, Buenos Ayres for Savannah, October 17th, off Martin's Industry Lightship.
 Rydalmer, (barque), steering west, October 22nd, 34 N 16 W;
 Redgumlet (barque), steering west, October 22nd, 34 N 16 W—last two per Fez s, at London.
 Thomas Hamlin, Pisagua for Channel, August 22nd, 56 S 71 W;
 Rimac, Iquique for Channel, August 27th, 56 S 54 W;
 Moely Don, Iquique for Falmouth, September 7th, 37 S 39 W—last three per Mercia, at London.
 Elisabeth, of Hamburg, Birkenhead for Callao, September 21st, 13 N 27 W, per Annie Goudey, of Yarmouth, NS, at Cardiff.
 Antofagasta, September 23rd, 54 S 93 W;
 Helene, of Blankenese, bound south, September 30th, 42 S 56 W;
 Superior, bound south, October 12th, 5 S 32 W;
 Reaper, bound south, October 16th, 10 N 26 W;
 Tewkesbury L. Sweat, of Portland, Me., bound south, October 16th, 10 N 27 W;
 Niobe, of Arendal, bound south, October 17th, 15 N 27 W;
 Janet Cowan, bound south, October 19th, 19 N 24 W;
 Queen of the Isles, bound south, October 19th, 19 N 24 W;
 Loch Shiel, Glasgow for Melbourne, October 20th, 22 N 23 W;
 JK (or Q) MF (Norwegian barque), bound S, October 20th, 22 N 23 W;
 JWCM (German brig), bound S, October 20th, 23 N 23 W;
 Montgomeryshire, of Liverpool, bound S, October 22nd, 30 N 20 W;
 Bolan, of Liverpool, bound S, October 23rd, 33 N 19 W—last 13 per Bayley s, Child, from Bluff Harbour, NZ, in the Thames.
 Clynder, of Glasgow, steering east, October 21st, 50 N 12 W, per Main s, Jager, in the Weser.
 Niord (Norwegian barque), October 25th, 50 N 11 W;
 Gift (English schooner), steering west, October 25th, 50 N 9 W—last two per Edam s, at Amsterdam.
 Fawn, New York for Amsterdam, October 5th, 41 N 57 W.
 Togos (?) Philadelphia for Oporto, October 7th, 41 N 63 W, per Bremen, at New York.
 Ida (Bremen ship), steering E, October 24th, 50 N 13 W, per Saale s, Richter, in the Weser.
 RHKM (German), September 25th, lat. 11 lon. 26;
 Sigrid (Norwegian), September 25th, lat. 11 lon. 26—last two per R. Morrow, at Gravesend.
 Bay of Panama, fr m Liverpool, bound south, October 6th, 15 N 26 W;
 Southern Queen, Moulmein for Falmouth, October 13th, 30 N 35 W—last two per East Lothian, at Falmouth.
 Glengarry, Liverpool for Calcutta, September 6th, 22 S 32 W;
 Professor, Hamburg for Valparaiso, September 15th, 14 S 32 W—last two per Gayton, at Queenstown.
 Kenilworth, Port Pirie for Sunderland, October 26th, off East Goodwin.
 Blenheim, London for Sydney, September 11th, 12 N 29 W.
 Josephine (Danish schooner), for Iceland, 59 17 N 1330 W, no date, per steam whaler Active, at Dundee.
 British Princess (?) (barque), of Port Glasgow, steering south, October 21st, 14 N 22 W.
 Spring (British schooner), 49 N 25 W, per Ealing s, in Havre Roads.
 Noah IV. (supposed) Rotterdam for Batavia, September 8th, 3 N 22 W, per Antonia, at Amsterdam.
 HQNC barque, steering westward, October 9th, 43 N 13 W;
 Alice (German ship), steering westward, October 20th, 49 N 6 W—last two per Duke at Hull.
 Deli, Rotterdam for Melbourne, October 5th, 33 N 14 W, per Clan Stuart s, at Teneriffe.
 Kinderdijk, Newcastle for Batavia, September 13th, 7 N 27 W;
 Mohican (barque) of Boston, steering south, September 13th, 7 N 27 W;
 Zealandia (ship) for New Zealand, September 14th, 9 N 28 W—last three per Kilbrannan, at King-road.

Falconhurst, from Calcutta, September 18th, 24 S 56 E;
 Garfield, Calcutta for New York, October 5th, off Cape L'Agulhas;
 Waverley, Java for Cork, October 5th, off Cape L'Agulhas;
 Afghanistan, Calcutta for London, October 5th off Cape L'Agulhas;
 Sierra Blanca, Rangoon for Liverpool, October 5th, off Cape L'Agulhas—last five per Brenda, at Cape Town.
 Royal Alexandra, London for Melbourne, September 25th, 28 S 20 W;
 Sumatra, Cochin for London, October 7th, 34 S 17 E—last two per Astoria, at Capetown.
 Ballochmyle, Calcutta for London, September 28th, 17 S 4 W, per Hawarden Castle s, at Capetown.
 Skelmorlie, London for Sydney, September 6th, 4 N 24 W;
 G. W. Wolff (British ship), steering south, September 12th, 11 N 25 W;
 Newburgh (tug) Tyne for Sydney, September 13th, 12 N 26 W—last three per Lilla, at Falmouth.

At the end of last month a torpedo was lost from Stokes Bay, and a reward of £20 for its recovery was offered. Next morning the landlord of a neighbouring tavern and others went to the beach to bathe, and found the torpedo, which they took to the Vernon torpedo-school. These missiles are of great value, and this is the fourth which has been picked up within the last few months.

In order to improve the training of the corps of Volunteer Submarine Miners formed for the defence of the Mersey, the War Office has arranged for the reception of men at the School of Military Engineering, Chatham, for a month's instruction in submarine mining, the new arrangement commencing soon. After January 15th, volunteers will be received for two months, or a shorter course.

THE Italian ship *F. S. Ciampa*, at Queens-town from San Francisco, reports that on October 17th, in lat. 30 46 N., lon. 28 10 W., she passed a large barque, apparently English built, of about 800 tons, with only her mizen-mast standing. A jury foremast had been rigged, and a square sail was set on it. Her green light was burning, but she appeared to be unmanageable, as she was pursuing a most erratic course.

DURING the last few days the Folkestone fishermen have been making extraordinary catches. On Saturday upwards of 30,000 mackerel were landed, the greater portion being despatched to the Paris and London markets. As the haul was exceptional, the fishermen made good prices. Other kinds of fish have been equally plentiful, and codlings have been so abundant that the fish have been sold as low as 1d. each.

As illustrating the closeness of the steaming qualities possessed by the North German Lloyd's steamers *Ems* and *Saale*, it is stated that the *Ems* left Sandy Hook on October 16th, at 4 p.m., followed by the *Saale* on the 17th, at 5 p.m. The *Ems* passed Hurst Castle on the 24th, at 7.20 p.m., and the *Saale* passed the same station on the 25th, at 7.30 p.m. There was thus only a difference of 50 minutes in a steaming run of 3,150 miles.

THE Russian Government is exerting itself in every way to enhance the significance of Port Nicolaieff by enlarging it and deepening the sands off Otchakoff, so that the largest steamers will be able to pass with a full cargo, and even ironclads. The work is to be finished in the course of the present year. This improvement will benefit the owners of British steamers trading to Nicolaieff, as every year steamers go ashore about this part.

THE acting consul at Trieste, in his consular report just issued, states that the revenue steamers at that port display alacrity in capturing vessels, if any article of the stores or wearing apparel even be not included in the manifest. One British vessel took in a cargo of coffee, and the sweepings were retained by the crew, not being in the manifest. A fine of £24 was levied, and reduced ultimately to under £3, yet the loss of time was great.

CAPTAIN DOMINIQUE POULET, of the French fishing schooner *Madeline*, which was cut down and sunk off Newfoundland by the ss. *Queen*, has filed an action against that steamship in the United States District Court for \$38,500dol. Of this amount \$18,500dol. is for the loss of the cargo, \$16,000dol. for the vessel, and \$4,000dol. for the crew's personal effects. Captain Poulet says that the collision was solely due to the carelessness of the officers of *The Queen*.

HOMEWARD BOUND SHIPS.

A		
Amphitrite, left Penang July 23	for London	
Arequipa, left Iquique July 17	for Falmouth	
Ashlow, left St John, NB, Sept 24	for Liverpool	
Annie left Pugwash, NS, Sept 29	for London	
Avonmore, left Perth Amboy Sept 14	for Queenstown	
Albana, left San Francisco Sept 24	for Queenstown	
Anglesey, clrd at San Francisco Sept 8	for Queenstown	
Alexandra, left San Francisco Sept 11	for Liverpool	
Arabia s, left Bombay Oct 3	for Liverpool	
left Marsilles Oct 23		
Anselm s, left Para Oct 18	for Liverpool	
via Lisbon and Havre		
Alava s, clrd at New Orleans Oct 21	for Liverpool	
Aurania s, left New York Oct 20	for Liverpool	
Aconagua, left Huanacho June 10	for Liverpool	
spoken July 28, 57 S 68 W		
Atalanta, left Saigon July 19	for Liverpool	
left St. Helena Sept 28		
Alette, left St John, NB, Sept 17	for Liverpool	
Aconagua s, left Montevideo Oct 14	for Liverpool	
left St Vincent Oct 28		
Arizona s, left New York Oct 30	for Liverpool	
Argo, clrd at Chicoutimi Sept 19	for Liverpool	
spoken Oct 20, 47 N 27 W		
Aston Hall s, left Bombay Oct 26	for Liverpool	
Astrea, left South Sea Island's prior to Oct 29	for Liverpool	
Araucania, left Chili	for Liverpool	
left Montevideo Oct 27		
Asia s, left Bombay Oct 21	for Liverpool	
left Aden Oct 24		
Ascalon s, left Adelaide Oct 29	for London	
Avon, left Calcutta July 7	for London	
Anaurus, left Calcutta Oct 10	for London	
Auguste, left Bangkok July 7	for Falmouth	
passed Anjer Aug 10		
Allerton, left Calcutta Aug 15	for London	
Augusta, left Barbadoes Sept 10	for London	
Abbey Holme, left Lyttelton Aug 17	for London	
Antonin, left Iquique July 27	for Falmouth	
Anna Dorothea, left Quebec Oct 1	for England	
Ayrshire left San Francisco Sept 29	for U Kingdom	
Amara, left Melbourne Aug 3	for Channel	
Avonia, left Philadelphia Oct 9	for London	
Avoca, left Calcutta Sept 29	for London	
Ardgowan, left Cochiti Oct 20	for London	
Aboukir Bay, left San Francisco July 25	for Q'town	
Achilles, left Singapore Oct 9	for London	
passed Suez Oct 28		
Adowa s, left Persian Gulf	for London	
left Sagres Sept 30		
Anyone, left San Francisco Aug 20	for Queenstown	
Airie, left Port Pirie Oct 30	for Queenstown	
Alameda, left San Francisco Oct 17	for Queenstown	
Augustin Edwards, left Iquique Sept 4	for Falmouth	
Akaba s, left Calcutta	for Dundee	
left Suez Oct 18		
Armin, left San Francisco Oct 13	for Channel	
Albatros, left Laguna Oct 15	for Channel	
Anamba, left Astoria Oct 15	for U Kingdom	
Alida, clrd at Pensacola Sept 22	for Southampton	
Althian s, left Cape Town Oct 17	for Southampton	
via St. Helena and Madeira		
Alexander, clrd at Parrsboro, NS, Oct 6	for Sharpness	
Arctic, left Buenos Ayres Aug 16	for Berwick	
Afghan s, left Port Augusta Oct 11	for London	
Agnes Linck, left Quebec Oct 10	for London	
Alcinous, clrd at San Francisco Sept 29	for Channel	
Arundia, left San Francisco Sept 21	for U Kingdom	
Albatross, left Belize Aug 24	for Goole	
Albin, clrd at Sheet Harbour Sept 24	for Kinsale	
Alexandrine, clrd at Quebec Oct 1	for Newport	
Alma, left Table Bay Oct 1	for Falmouth	
via Ichaboe		
Amaranth, left Quebec Sept 14	for Greenock	
Anchoria, left New York Oct 27	for Glasgow	
Armada, left Melbourne Sept 1	for Channel	
Acapulco, left Iquique Sept 10	for Channel	
Armin, left San Francisco Oct 13	for Channel	
Ayrshire, left San Francisco Sept 29	for U Kingdom	
Amarapoor s, left Rangoon Oct 1	for U Kingdom	
left Malta Oct 27		
Annie Storey, left Buenos Ayres Aug —	for U Kingdom	
Alonby, left San Pedro Oct 6	for Cork	
via Portland		
Afghanistan, left Calcutta Aug 8	for Hull	
passed Cape Agulhas Oct 5		
Asiatic s, left Pensacola Oct 14	for Hull	
spoken Oct 11, 50 N 33 W		
B		
Bruce, clrd at Port Townsend Oct 10	for Queenstown	
Borrowdale, left Portland O, Aug 16	for Liverpool	
Bengal, clrd at Calcutta Aug 18	for Liverpool	
Bianca, left Calcutta Aug 4	for Liverpool	
British General, left San Francisco July 26	for Liverpool	
Ballochmyle s, left Calcutta July 21	for London	
British Isles, left Calcutta Aug 15	for London	
Belfast, left Calcutta Sept 27	for Liverpool	
Blairhoyle, left Iquique	for Channel	
Brunswick s, left Maranhao Oct 20	for Liverpool	
via Lisbon		
Bellaire, left Pisagua Aug 4	for Channel	
British Ambassador, left San Francisco Aug 10	for Queenstown	
British Duke, left Calcutta Sept 2	for London	
Bengollyun, clrd at San Francisco Aug 22	for Q'town	
Bass Rock, left Lyttelton Sept —	for London	
Braemar, left Astoria Aug 4	for Malpas	
Bulgarian s, left Boston Oct 31	for Liverpool	
Baltimore s, left Baltimore Oct 25	for Liverpool	
Bernard Hall s, left New Orleans Oct 28	for Liverpool	
Bessarabia s, left Charleston Oct 24	for Liverpool	
Borghese s, left Buenos Ayres	for Liverpool	
left Las Palmas Oct 20		
Bellini s, clrd at Norfolk prior to Oct 25	for Liverpool	
Bernard Hall s, clrd at N Orleans prior to Oct 28	for Liverpool	
Benia s, left W C Africa	for Liverpool	
left Havre Oct 30		
Britannia s, left Java Sept 17	for Liverpool	
left Gibraltar Oct 23		
Belair s, clrd at Parrsboro prior to Oct 31	for London	
Brema s, left Montreal Oct 26	for London	
Balmoral Castle s, left Bluff Harbour Oct 12	for London	
British Queen, left Boston Oct 20	for London	
left Halifax Oct 24		
British Merchant left S Francisco October 24	for Queenstown	
Blair Drummond, left Iquique Sept 3	for Falmouth	
C		
Bolivia, left Rangoon, May 22	for Channel	
spoken Aug —, 18 S 2 W		
Bandeath, left Iquique Oct 12	for Channel	
Badsworth s, left Bangkok Sept 20	for U Kingdom	
left Suez Oct 26		
Bankfields, clrd at Talcahuano Sept 12	for U Kingdom	
Banca, left Iquique Oct 26	for U Kingdom	
Bengain, left Coquimbo Sept 7	for England	
Britannic s, left New York Oct 24	for Liverpool	
Bjorviken, left Savannah Oct 12	for London	
Beecroft, clrd at Tacoma Oct 2	for Queenstown	
left Port Townsend Oct 15		
Burgemeester Schorer, clrd at Banjoewangie		
April 16, left Algoa Bay Sept 18	for Channel	
Brodrick Castle, left San Francisco Oct 11	for U Kingdom	
Brodrone, left Rio Janeiro Sept 2	for Newport	
Britannia, left Samarang Oct 15	for Falmouth	
Batavier, left Probolinggo Oct 20	for Channel	
Balclutha, left San Francisco Sept 12	for U Kingdom	
Baccluech, left San Francisco Oct 24	for U Kingdom	
D		
City of Madrid, left Iquique August 4	for U Kingdom	
Columbia, left Portland, O, —	for Queenstown	
at Astoria Aug 6		
Cerastes, left Corinto July 15	for Channel	
Crown of England, clrd San Francisco Sept 18	for Queenstown	
Counsellor s, left New Orleans Oct 21	for Liverpool	
Clare s, clrd at Galveston Oct 21	for Liverpool	
Caxton s, left Montevideo Oct 15	for Liverpool	
via Bahia		
City of New York s, left New York Oct 24	for Liverpool	
Cyril s, left Ceara Oct 23	for Liverpool	
Circassia, left Rosario Aug 9	for Falmouth	
Carl Friedrich, left San Francisco Sept 16	for Channel	
Crown of Denmark, left San Francisco July 18	for Liverpool	
Columbia, left Calcutta July 14	for Liverpool	
Cubana s, left New Orleans July 14	for Liverpool	
Catalonia s, left Boston Oct 27	for Liverpool	
Cyprenes s, left Galveston Oct 30	for Liverpool	
Carbis Bay s, clrd at Charleston prior to Oct 23	for Liverpool	
Clare s, left Galveston Oct 31	for London	
City of Quebec, left Narrakal June 30	for London	
spoken Sept 27, 16 N 31		
Chyebassa s, left Brisbane Sept 27	for London	
left Batavia Oct 27		
Cutty Sark, left Sydney Oct 26	for London	
Chiselhurst, left Geraldton Sept 14	for London	
Carthage s, left King George's Sound Sept 23	for London	
left Gibraltar Oct 31		
Clan Drummond s, left Calcutta Oct 2	for London	
left Port Said Oct 28		
City of Cambridge s, left Calcutta Oct 6	for London	
left Malta Oct 27		
Chasca, left Corinto July 20	for Queenstown	
Chinsura, left San Francisco Aug 28	for Queenstown	
Chirgallion, left Quebec Sept 23	for London	
Crusader, left Auckland Oct 11	for London	
Cardigan Castle, clrd at Melbourne Aug 30	for London	
Carthage s, left King George's Sound Sept 28	for London	
left Port Said Oct 23		
Cambrian Chieftain, left San Francisco Sept 18	for U Kingdom	
Cape Verde, left Wallaroo Sept 7	for Channel	
Ceres, clrd at Charleston Sept 1	for Bristol	
Cairnbulg, left San Francisco Sept 17	for Queenstown	
Cardiganshire s, left Singapore Oct 10	for London	
left Perth Oct 29		
Corsair, clrd at Trinidad Oct 9	for London	
Clan Macleod, left Lyttelton Oct 30	for London	
Cloncurry s, left Calcutta Oct 15	for London	
left Aden Oct 30		
Coromandel s, left Sydney —	for London	
left Aden Oct 31		
Clan Monroe s, left Bombay Oct 15	for London	
left Port Said Oct 30		
Clan Buchanan s, left Calcutta Oct 18	for London	
left Colombo Oct 25		
Clan Maclean s, left Madras Oct 27	for London	
Chusan s, left Calcutta —	for London	
left Colombo Oct 25		
Cedric the Saxon, clrd at San Francisco Oct 13	for Queenstown	
Chrysomene, left Bangkok July 23	for Queenstown	
passed Anjer Sept 23		
Colmberne, clrd at San Francisco Sept 19	for Queenstown	
Citadel, left Bangkok, July 30	for Channel	
passed Anjer Sept 7		
Canopus, left Corinto Sept 9	for Channel	
County of Calthness, left Calcutta Sept 2	for Hull	
Concordia, clrd at Quebec Sept 19	for Sunderland	
Cathart, left Saigon July 22	for Channel	
passed Anjer Aug 12		
Cairnsmore, left Thiruvai Oct 18	for London	
Clan Fraser s, left Madras Oct 19	for London	
left Galle Oct 21		
Colchester, left New York Oct 8	for London	
Crusader, clrd at New York Oct 5	for London	
City of Khios s, left Calcutta Oct 22	for London	
Cimba, left Newcastle, NSW, Oct 13	for London	
Cadwgan, left Pisagua July 30	for Falmouth	
Clan Ferguson, left Iquique Oct 22	for Falmouth	
County of Roxburgh, left Calcutta Sept 16	for Dundee	
Coriolanus, left Pisagua Sept 8	for Channel	
Caroline Morris, left Pisagua Aug 15	for Channel	
Colombo, left Pisagua Aug 19	for Channel	
Constance, left Pisagua Aug 5	for Channel	
Craigwhinnie, left Pisagua Aug 4	for Channel	
Clarence, left Mobile Sept 25	for W Harlepool	
Ceder, left Corinto July 16	for Channel	
at Valparaiso Oct 8		
Charles Bal, clrd at St. John, NB, Oct 1	for Barrow	
County of Kinross, left Calcutta Aug 14	for Bostn (Lin)	
Choice, left Pensacola Oct 12	for Greenock	
Critic s, left New York Oct 17	for Leith	
Cambria, left Moulmein April 21	for Channel	
at Mauritius Sept 30		
Casma, left Port Pirie Aug 28	for Channel	
Castlehead s, left Iquique Oct 20	for U Kingdom	
Caitloch, left Adelaide Sept 15	for U Kingdom	
Caesarea, left Calcutta Oct 17	for Hull	
Corean s, left Boston Oct 23	for Glasgow	
Catania R, left Milk River, J, Sept 15	for Goole	
County of Inverness, left Calcutta Aug 30	for Hull	
Chicago s, left Calcutta —	for Hull	
left Port Said Oct 27		
D		
Diana, clrd at Sourabaya Aug 3	for Channel	
passed Anjer Aug 14		
Detmar, left Laguna Aug 20	for Channel	
E		
Delambre s, left New York Oct 11	for Liverpool	
Derwent, left Sydney, NSW, Oct 18	for London	
Dictator, clrd at Pasagoula Oct 3	for Queenstown	
Dunneville, left San Francisco Mar 20	for Queenstown	
left Callao, July 12		
Daggy, clrd at Montevideo Sept 1	for Falmouth	
Danzig, left Montreal Sept 14	for Dundee	
spoken Sept 30		
Dunboyn, left Astoria, O, Sept 19	for Liverpool	
Durham, clrd at San Francisco Sept 26	for Queenstown	
Dunow, left Iquique Aug 15	for Falmouth	
Dunstaffnage, left Sourabaya Aug 11	for Channel	
Dunkeld, left Melbourne Aug 27	for U Kingdom	
Dina, left Barbadoes Sept 13	for U Kingdom	
Duke of Argyle, left Iquique Aug 17	for U Kingdom	
Derbyshire, left Basen June 5	for Channel	
passed St. Helena Sept 13		
Dryden s, left Balha Oct 19	for Liverpool	
Doric s, left Wellington Oct 13	for London	
via Rio Janeiro		
Duke of Argyle s, left Calcutta Oct 20	for London	
Doris, left Rio Janeiro Sept 14	for Plymouth	
Domenico M, left Moulmein Sept 3	for Channel	
Dronningen, clrd at Quebec Sept 29	for Channel	
Desdemona, left Calcutta Oct 18	for Dundee	
Doris Eckhoff, left Philadelphia Sept 20	for Bristol	
spoken Oct 13, 50 N, 30 W		
Denbighshire, left Pisagua Sept 1	for Channel	
Drumpark, left Melbourne Sept 13	for Channel	
Dumfriesshire, left Pisagua Sept 25	for Channel	
E		
Endymion, left Pisagua Sept 26	for Falmouth	
Eskdale, left San Francisco Sept 1	for U Kingdom	
Eurydice, left Melbourne July 15	for Queenstown	
Erdyfed, left Iquique August 2	for Falmouth	
Etruria s, left New York Oct 27	for Liverpool	
Erin's Isle, left Calcutta Oct 31	for London	
Ecclefechan, left Calcutta Oct 31	for London	
Electrician s, left Calcutta —	for London	
left Malta Oct 30		
Ernestine, left Pisagua Sept 11	for Falmouth	
Elliot, left Calcutta Sept 21	for London	
Eaton Hall, clrd at San Francisco Oct 8	for Queenstown	
East Croft, left San Francisco Sept 22	for Queenstown	
Earl of Dalhousie, left Iquique Aug 23	for U Kingdom	
Eidsvold left Bangkok July 10	for London	
passed Anjer Aug 7		
Ebenezer, left Gualeguaychu Aug 1	for Channel	
Edinburghshire, left San Francisco Sept 1	for Channel	
Elmstone, clrd at Rangoon July 27	for Channel	
Euphemia, left Sourabaya Aug 10	for Channel	
Elizier, left Buenos Ayres Aug 24	for Cardiff	
Elizabeth Nicholson, left Adelaide July 24	for U Kingdom	
left Port Broughton Aug 21	for U Kingdom	
Elvion, clrd at Junin July 23	for U Kingdom	
Elsa, left Tehuantepec July 16	for Falmouth	
left Salina Cruz July 19		
Emily Reed, clrd at San Francisco Oct 3	for Hull	
Eriminta, left Quebec Oct 16	for Greenock	
Ethiopia s, left New York Oct 20	for Glasgow	
Euphrates, left San Francisco Oct 13	for Leith	
Emanuel Swedenborg, clrd at New York Oct 12	for Bristol	
Edina, left Belize Sept 27	for Goole	
Eastern Monarch, left San Pedro Oct 6	for U Kingdom	
via Portland		
European s, left Calcutta	for Barrow	
left Colombo Oct 27		
Edward Pens, clrd at Wilmington, NC, Oct 17	for Hull	
F		
Falstaff, left Astoria Sept 3	for Liverpool	
Falconhurst, left Calcutta Aug 5	for London	
Ferdinand, clrd at Halifax Oct 17	for Liverpool	
Fort James, left Manila Oct 22	for London	
Fort George, left Madras Aug 1	for Liverpool	
left Coconada Sept 18		
Franziska, left Rio Grande Aug 9	for Falmouth	
Firth of Dornoch, left Iquique Sept 4	for U Kingdom	
Falls of Clyde, left San Francisco July 31	for Liverpool	
spoken Aug 16, 14 N, 120 W		
Frank Carvill, clrd at Darien Sept 24	for Grimby	
Falls of Foyers, left Calcutta Oct 3	for Hull	
Fortuna, clrd at Richibucto Sept 25	for Rht	
Festina Lente, clrd at Quebec Sept 29	for Greenock	
Frey, clrd at Pasagoula Oct 3	for Hull	
G		
Gyda, left Belize Sept 3	for Liverpool	
Gleniffer, left Pisagua Sept 1	for U Kingdom	
Garston, left San Francisco June 23	for Queenstown	
G H Wappas, left Port Pirie Aug 4	for Channel	
Guy Mannering, left Adelaide Aug 4	for U Kingdom	
Governor s, left New Orleans Oct 21	for Liverpool	
Grisdale, left Portland, O, Oct 4	for London	
Glengyle s, left Higo Oct 9	for London	
left Hong Kong Oct 19		
Glenlyon s, left Manila Oct 19	for Liverpool	
left Singapore Oct 24		
Gulf of Akaba s, left Callao Sept 27	for Liverpool	
left Coronel Oct 20		
George B Balfour, left Rio Grande du Sul Sept 16	for Liverpool	
Gallias s, left New York Oct 24	for Liverpool	
Glenroy s, left Shanghai Oct 6	for London	
left Port Said Oct 30		
Glenogle s, left Shanghai Oct 6	for London	
left Penang Oct 29		
Glamorganshire s, left Nagasaki Oct 30	for London	
Goorkha s, left Calcutta Oct 25	for Queenstown	
George Curtis, left San Francisco Oct 15	for Channel	
Gezusters v Haften, left Sourabaya May 17	for Channel	
left St Helena Aug 27		
George Linck, clrd at Quebec Sept 6	for London	
Glamis, left Newcastle, NSW, Oct 14	for Falmouth	
Gladys, left Iquique July 2	for Kirkcubright	
Gatencro, left San Francisco Sept 24	for Queenstown	
Glenora, left Oamaru Oct 6	for U Kingdom	
Gogoburn, left Pisagua Aug 8	for Channel	
Grampian, left Calcutta Aug 29	for Falmouth	
Gairloch s, left Chittagong Oct 8	for Dundee	
left Perth Oct 23		
George B Doane, left St John, NB, Sept 29	for Bristol	
Glenudal, left Savannah-la-Mar Sept 27	for Falmouth	
Glwnedd, left Iquique Sept 3	for Falmouth	
Gordon, clrd at Chatham, NB, Oct 11	for Sharpness	
H		

Theodor Behrens, clrd at Quebec Sept 19 for Newcastle
 Titania, left Victoria, BC, Sept 23 for London
 Thomas Boustled, left Rio Grande Sept 11 for Liverpool
 Teresa Olivari, clrd at Chatham, NB, Sept 20 for Penarth
 Thomas Bell, left San Francisco Aug 11 for Q'town
 Tiber, clrd at Pensacola Oct 1 for Greenock
 Thorbecke VI, left Batavia Aug 31 for Channel
 passed Anjer Sept 2
 Thalatta, left San Francisco Oct 10 for U Kingdom
 Tenasserim s, left Akyab Oct 19 for Clyde
 Theodor Kerner, left Moulmain Oct 11 for Liverpool
 Turkistan, left Bangkok Aug 3 for Liverpool
 passed Angier Sept 15
 Tafna s, left Galveston Oct 9 for Liverpool
 clrd at Newport News prior to Oct 21 for London
 Thames s, left Bombay
 left Colombo Oct 30
 Thomas Hamlin, left Pisagua July 16 for Queenstown
 spoken Aug 22, 56 S 54 W
 U
 Ulrica, left Calcutta July 13 for London
 Umata s, left Natal Oct 3 for London
 left Madeira Oct 31
 Undine, left Galveston Sept 26 for Fowey
 Unity, clrd at Richibucto Oct 1 for Penarth
 Uno, clrd at Tadouac Oct 8 for London
 V
 Volonta di Dio, clrd at Rangoon June 29 for Channel
 Villalta, left Portland, O — for U Kingdom
 Victorine, left Pacific Coast Sept 17 for Falmouth
 Volunteer, left Rio Grande June 23 for Channel
 left Rio Janeiro Aug 25
 Valparaiso, left Pisagua Aug 5 for Channel
 spoken Sept 21, 11 N, 27 W
 Valparaiso, left Iquique Sept 3 for London
 at Valparaiso Oct 3
 Visurgi, left San Francisco Oct 9 for Channel
 Valparaiso, left Buenos Ayres Sept 11 for Cardiff
 Vega s, left Calcutta Sept 29 for Liverpool
 left Port Said Oct 30
 Verner, left Point Du Chene Oct 7 for Liverpool
 Valkyria, left Miramichi Oct 14 for Sharpness
 Volta s, left West Coast of Africa for Liverpool
 left Sierra Leone Oct 26
 Virginian s, left Boston Oct 25 for Liverpool
 W
 West Lothian, left Bangkok Aug 23 for Liverpool
 passed Anjer Sept 17
 Wyoming s, left New York Oct 23 for Liverpool
 West York, left Caleta Buena Aug 23 for U Kingdom
 Westgate, left Calcutta July 15 for Hull
 spoken Oct 2, 13 S, 9 W
 William Wright, left Mobile Sept 26 for Liverpool
 Wilcannia s, left Sydney for London
 left Adelaide Oct 11
 Wm H Stachuck, left Astoria, Sept 18 for Queenstown
 Wasdale, clrd at San Francisco Sept 28 for Queenstown
 W J Pirrie, left San Francisco Oct 5 for Queenstown
 Wanlock, left Tutuorin July 7 for Falmouth
 spoken Oct 1, 10 N, 25 W
 Werra, left Java Sept 21 for Queenstown
 Westward Ho! left Iquique Aug 1 for Falmouth
 at Talcahuano Sept 18
 Widja, left Montevideo Sept 9 for Falmouth
 Woolton, left San Francisco July 17 for Liverpool
 Westland, left Canterbury, NZ, Aug 14 for U Kingdom
 Windhover, left Astoria Aug 3 for U Kingdom
 West Glen, left Valparaiso July 24 for England
 Westerhotten, left Halifax Sept 19 for Liverpool
 Waverley s, left Batavia Aug 23 for Queenstown
 passed Anjer August 25
 Windermere, left Rosario Aug 17 for Appledore
 Waterloo, left Calcutta Sept 18 for Hull
 Y
 Yarkand, left Bassein Sept 18 for Channel
 Yosemite, left Valparaiso Aug 11 for Liverpool
 Z
 Zemindar, left Calcutta July 23 for Liverpool
 spoken Oct 2, 23 S, 9 W
 Zulu, left Montevideo Aug 30 for Falmouth
 Zia Battista, clrd at Chatham, NB, Sept 15 for Cardiff
 Zeta, left Port Nolloth Sept 21 for Swansea

OUTWARD BOUND.

The following Ships will sail :-

FROM LONDON.

To. Ship. Captain. Size. Dock.
 Aarhus—Vesta, Finkelsen, N, 97, Lucas and
 Spencer's Wharf
 Adelaide—Gretn, Cassidy, B, 1190, SWID
 Adelaide—Martin Scott, M'Donald, B, 1388, EID
 Antigua—Agon, Syvertsen, N, 300, WID
 Auckland—Salamanca, Bryce, B, 1202, SWID
 Barbadoes—Sylph, Notley, B, 599, LD
 Barcelona, &c—Solis (s), Mercader, Sp, 531, MD
 Bombay—Brindisi (s), Hossall, B, 2154, RAD
 Bombay, &c—Bengal (s), Barratt, B, 2532, RAD
 Bombay, &c—Hawthurst (s), Robertson, B, 1537, EID
 Bombay, &c—Sutlej (s), Worcester, 2144, RAD
 Bombay, &c—Queen Victoria (s), Ewan, B, 1506, RAD
 Brisbane—Mirella, Counts, B, 706, EID
 Brindisi, &c—Cathay (s), Hassall, B, 1532, RAD
 Brisbane—Abercane, Brown, B, 1088, SWID
 Brisbane, &c—Taroba (s), Morris, B, 3235, RAD
 Buenos Ayres—Isabel, Drew, B, 579, WID
 Buenos Ayres—R. Morrow, O'Brien, B, 1156, LD
 Cadiz, &c—Lisbon (s), Holt, B, 859, LD
 Calcutta, &c—Pundua (s), Croft, B, 2156, RAD
 Canterbury—La Querida, Evans, B, 679, SWID
 Cape Town, &c—Abington (s), Wilson, D, 1332, VD
 Cape Town, &c—Methven Castle (s), Warden, B, 1740, EID
 Cape Town, &c—Pembroke Castle (s), Hay, B, 2560, EID
 Christiana—Albano (s), Dowse, B, 691, MD
 Christiana—Proven, Paulsen, N, 514, RCD
 Calcutta—Star of Germany, Reed, B, 1284, EID
 Calcutta, &c—Rohilla (s), Haselwood, B, 2259, RAD
 Canterbury—Halcione, Kelly, B, 843, EID
 Cleveland Bay—Irvine, Boyd, B, 655, EID
 Dunedin, &c—Oamaru, Maxwell, B, 1306, SWID
 Demerara, &c—Godiva (s), Smith, B, 887, LD
 Ensenada—Mabel, Johns, B, 719, WID
 Fremantle—Coolen, Hall, B, 629, LD
 Gothenburg—Bele (s), Ericsson, Sw, 850, MD
 Guayaquil, &c—Gulf of Suez (s), Cook, B, 976
 Halifax—Mackay-Bennett (s), Le Fanu, B, 1013, VD
 Halifax, &c—Damara (s), Dixon, B, 1145, RVD
 Hobart &c—Dundale, Trevena, B, 1114, EID

Konigsberg, &c—Lorne (s), Reed, B, 763
 Hanover-hofe Tr
 Kingston (Ja), &c—Novi Molodez, Praest, R, 230, WID
 Konigsberg, &c—Christian IX (s), Mollerup, D, 757, MD
 Lisbon—Freiheit, Wiese, G, 165, Beekton
 Melbourne—Winefred, Ellis, B, 1359, EID
 Melbourne—Cawdor, Jardalla, B, 2355, SWID
 Martineau—Graf Otto zu Soltus, Vick, G, 235, VD
 Martineau, &c—Manche (s), Cauvin, F, 1499, RAD
 Martineau, &c—Peggy, Zieffert, N, 229, WID
 Melbourne—Andola, Mathias, B, 2045, SWID
 Melbourne, &c—Elderslie (s), Cuthbert, B, 1801, RAD
 Montevideo—Tone, Jordan, B, 238, LD
 Montevideo, &c—Eastern Prince (s), Knudsen, B, 1408, SWID
 Montevideo, &c—Mytilene (s), Atkins, B, 1183, RAD
 Mauritius—Jane Fairlie, Thomas B, 377, WID
 Montevideo, &c—Lios (s), Potts, B, 1297, RAD
 Megador, &c—Megador (s), Pitts, B, 612, St KD
 Newcastle (NSW)—Star of Denmark, Williams, B, 299, EID
 Newcastle (NSW)—Senta, Tiemann, G, 1037, SWID
 New York—Egyptian Monarch (s), Bristow, B, 2552, MD
 Nakshov—Andreas, Erickson, D, 135, CD
 New York—Alice M Claridge, Lockhart, B, 1129, Nthft
 New York—Conductor, Lee, B, 1062, Northfleet
 New York—France (s), Hadley, B, 2713, RAD
 New York—Persian Monarch (s), Irwin, B, 2569, MD
 New York—Tower Hill (s), Perry, B, 2616, RAD
 Norrköping—Sjælland (s), Larsen, Dk, 432, SCD
 Otago, &c—Runapehu (s), Greenstreet, B, 2655, RAD
 Odessa, &c—Wimbleton (s), Jarvis, B, 957, VD
 Oporto—City of Oporto (s), Scott, B, 569, LD
 Oporto—Iris (s), Mallett, B, 521, river
 Oporto—Starling (s), Tatlock, B, 504, LD
 Palmero, &c—Palmyra (s), Munro, 707, LD
 Philadelphia, &c—Minnesota (s), Blacklock, B, 2053, TD
 Port Natal—Dabufamani (s), Flint, B, 930, LD
 Port Natal—Maritzburg, Findlay, B, 442, StKD
 Riga—Oscar (s), Stavenhagen, B, 438, Nthft
 Rio Janeiro—Feniens (s), M'Auley, Bel, 1022, RAD
 Rosario—Marti Codolar, Parriam, B, 332, WID
 Rosario—Minna Helene, Maager, G, 340, LD
 St. John's (NF)—Maggie Percy, B, 193, LD
 San Francisco—Cressington, Bromley, B, 2160, SWID
 San Francisco—Drumeltan, Nelson, B, 1818, VD
 San Francisco—Lodestar, Nowlan, B, 1699, LD
 San Francisco—Miltades, Vincent, B, 1388, SWID
 Sydney, &c—Duke of Athole, Brown, B, 964, EID
 Sydney—Altmore, Weeks, B, 1716, EID
 Sydney—Condor, Williams, B, 1322, EID
 Sydney—Hoghton Tower, Partridge, P, 1598, SWID
 Shanghai, &c—Glennear (s), Brass, B, 1410, SWID
 Stockholm, &c—Nautilus (s), Svinhufvud, Sw, 721, MD
 Sydney, &c—Hubbuck (s), Brodie, B, 1834, SWID
 Sydney, &c—Lady Rathven, Kerr, B, 1591, SWID
 Sydney, &c—Lusitania (s), Tillett, B, 2425, TD
 Sydney, &c—Port Darwin (s), Morgan, B, 1628, TD
 Sydney, &c—Oceana (s), Tomlin, B, 3349, RAD
 Trinidad—Marie Heyn, Draheim, G, 324, WID
 Valparaiso—Explorer, Partridge, B, 750, WID
 Victoria, &c—Paul, Huerlof, G, 744, EID
 Yokohama, &c—Bengloe (s), Farquhar, B, 1198, SWID

FROM LIVERPOOL.

Adelaide—Anna, 1099, Pieppier, BD
 Astoria, &c—Sarnoa, 1109, Jenns, SD
 Africa (WC)—Calabar (s), 1226, Keene, CobD,
 Africa (WC)—Kinsembo (s), 1185, Monro, CobD
 Alexandria, &c—Macedonia (s), 1865, Marsh, WelD
 Bahia, &c—Laplace (s), 901, Allcott, StD
 Barcelona, &c—Rivera (s), 400, Asqueta, QD
 Barbadoes, &c—Yucatan (s), 1811, Fost, Sndd
 Bombay—Armenia (s), 2218, Read, Mph D
 Bombay—Merton Hall (s), 2646, Hughes, MphD
 Bombay—Persia (s), 2317, Hutchinson, MphD
 Boston—Cephalonia (s), 3489, Walker, AlxD
 Boston—Norseman (s), 2875, Williams, AlxD
 Boston—Scythia (s), 2906, Roberts, AlxD
 Boston—Venetian (s), 2732, Parry, AlxD
 Brass, &c—Kisanga (s), 925, Thompson, QD
 Brevig—Velo, 608, Christiansen, HknD
 Buenos Ayres—Gulnare, 544, Hansen, Gtn D
 Buenos Ayres—Pisco (late Ayre), 726, Eckensberg, PD
 Buenos Ayres, &c—Thales (s), 955, Davies, B-MD
 Buenos Ayres—Vasa, 539, Tallaksen, GtnD
 Brisbane—Lobo, 829, Sambrook, S.D.
 Calcutta—Hilston, 1998, Seabourne, BkdD
 Calcutta—Candahar, 1418, Peterkin, HcmD
 Calcutta—Cape Wrath, 1198, Randall, WsdD
 Calcutta—County of Edinburgh, 2078, Fordyce, QD
 Calcutta—County of Peebles, 1613, Murdoch, QD
 Calcutta—Godiva, 1999, Roberts, Hard
 Calcutta—Stronsa, 1999, Brooks, Hard
 Calcutta—Vesta (s), 1994, Harris, MphD
 Calcutta, &c—Clan Macarthur (s), 2634, M'Mahon, MphD
 Ceara—San Luis, 273, Gundersen, GtnD
 Ceara, &c—Theresina (s), 737, Spedding, BD
 Cete—Fensher (s), 901, M'Gregor, VD
 Constantinople, &c—Nantes (s), 949, Wiseman, HknD
 Constantinople, &c—Perseus (s), 1183, Forrester, HknD
 Copenhagen—Dyreford, 69, Johansen, KD
 Corfu, &c—Egyptian (s), 1342, Shepherd, HknD
 Coronel, &c—Tafna (s), 1040, Postel, BkdD
 Cuddalore—Lindores Abbey, 863, Kinsella, BkdD
 Gothenburg—Apollo (s), 522, Kuylensterna, GtnD
 Havana, &c—Castellano (s), 1375, Ozamis, HknD
 Havana, &c—Eduardo (s), 1246, Larrauri, HknD
 Havana, &c—Carolina (s), 1350, Oldamiz, HknD
 Havana, &c—Leonora (s), 1806, Algeria, HknD
 Iquique—Nixe, 1671, Fettuch, HcmD
 Kurrachee—Branksome Hall (s), 2576, Barnes, MphD
 Lima—Adelaide Mary, 572, Pepperell, VD
 Lima—Cordelia, 598, Owen, SD
 Lisbon, &c—Castilian (s), 397, Gilbert, HknD
 Mazatlan—Helene, 372, Uffen, PD
 Melbourne—Oceania, 675, Le Maitre PD
 Melbourne, &c—Scottish Isles, 1997, Carrey, WD
 Montevideo, &c—Bede (s), 2134, Buck, WD
 Montevideo, &c—Dalsberg (s), 907, Black, TxD
 Montevideo, &c—Garrick (s), 1, 51, Cowan, WD
 Montevideo, &c—J W Taylor (s), 1330, Cook, WD
 New Orleans—Professor, 1696, Killer, HarD
 New Orleans—Sumatra (s), 1431, Robertson, HknD
 New York—Alaska (s), 3553, Murray, AlxD
 New York—Aurania (s), 4029, Hains, AlxD
 New York—Lake Superior (s), 2965, Stewart, AlxD
 New York—Monkseaton (s), 1891, Beazley, LtnD
 New York—The Queen (s), 2731, Heeley, AlxD
 Newcastle (NSW)—Anglo-Norman, 882, Hayton, StD
 Norrköping, &c—Hercules (s), 741, Gohrbrandt, B-MD
 Odense—Hermod, 391, Aanesen, BkdD

Para—Vestfold, 500, Eliassen, GtnD
 Pernambuco—Suez, 348, Larsen, PD
 Porto Rico, &c—Cataluna (s), 2251, Jaureguizar, LtnD
 Principe, &c—Acorian (s), 785, Machado, B-MD
 Palermo, &c—Zancla (s), 706, Jarvis, Wld
 Para, &c—Sobralense (s), 1268, Collings, BD
 Pernambuco, &c—Delambre (s), 988, Barton, B-MD
 Pernambuco, &c—Mariner (s), 917, Black, BD
 Philadelphia—Indiana (s), 1935, Boggs, LtnD
 Philadelphia—Lord Clive (s), 2206, Urquhart, LtnD
 Quebec, &c—Oregon (s), 2407, Williams, AlxD
 Rangoon—Glasgow, 1142, Singer, BkdD
 Rosario—Assunta F, 445, Ferrigni, GtnD
 Rosario—Smaragd, 245, Jorgensen, PD
 Rosario—Orion (s), 267, Jorgensen, StyD
 Rosario, &c—Chacma, 589, Jones, SD
 Rio Janeiro—Vegar, 375, Andersen, CanD
 Rio Janeiro, &c—Biela (s), 1399, Graham, AlxD
 Santander, &c—Elena (s), 412, Aguirre, CobD
 Santander, &c—Nieta (s), 662, Sustacha, CobD
 Shanghai, &c—Telemachus (s), 1421, Jones, BkdD
 St Thomas, &c—Jamaican (s), 1297, Edwards, SdnD
 San Francisco—Gudrun, 1423, Prehn, PD
 San Francisco—Scottie Dales, 2059, Magee, WD
 Shanghai, &c—Deucalion (s), 1374, Asquith, BkdD
 Shanghai, &c—Patroclus (s), 1386, Pulford, BkdD
 Stockholm, &c—Inverleith (s), 743, Sinclair, B-MD
 Sydney—Corolla, 1264, Messer, SD
 Shanghai, &c—Stentor (s), 1307, Milligan, BkdD
 Surinam—Gesine, 241, Muller, GtnD
 Svendborg—Odin, 134, Christiansen, GtnD
 Sydney, &c—Eldenhope, 1497, Garrick, QD
 Talcahuano—Dunloe, 674, M'Neeley, GD
 Tarragona, &c—Juana (s), 757, Gastanaga, CobD
 Tarragona, &c—Ter (s), 666, Nieto, CobD
 Tarragona, &c—Manuela (s), 521, De Golia, CobD
 Valparaiso—Elizabeth Oatle, 739, Rennie, BkdD
 Valparaiso—Coronilla, 624, Saul, SD
 Valparaiso—County of Merioneth, 1065, Meredith, B-MD
 Wellington (NZ)—Tenby Castle, 585, Davies, SD
 Yokohama, &c—Diomed (s), 1470, Bigley, BkdD

FROM GLASGOW.

Barcelona—Rydal Fell (s), 601, —
 Boston—Phenician (s), 1552, James
 Boston—Scandinavian (s), 1967, Park
 Brisbane—Stirlingshire, 1221, Alexander
 Brisbane—Banffshire, 899, Swinton
 Bombay, &c—Arabia (s), 2315, Laird
 Bombay, &c—City of Dublin (s), 2159, M'Neil
 Bombay, &c—Clan Macgregor (s), 1927, Palmer
 Bombay, &c—Clan Sinclair (s), 1912, Kewley
 Bombay, &c—Europa (s), 1495, Jones
 Bombay, &c—Niagara (s), 2044, Cottier
 Calcutta—Britannia (s), 1991, Menzies
 Cape Town, &c—Clan Alpine (s), 1349, Elliott
 Calcutta—City of Venice (s), 2201, Moffatt
 Colombo, &c—Clan Macarthur (s), 2635, M'Mahon
 Colombo, &c—Clan Macpherson (s), 2557, Gourlay
 Gothenburg—Greata (s), 304, Taylor
 Halifax (NS), &c—Circe (s), 1552, Crichton
 Havana, &c—Ardanagh (s), 898, Cunningham
 Honolulu—Jamaica, 699, Siebert
 Iloilo, &c—Klyde (s), 1573, Care
 Huelva, &c—Lord Rosebery (s), 807, Abram
 Jamaica—Admiral (s), 1302, —
 Melbourne—Norfolk Island, 1300
 Melbourne—Cloncaird, 1300, Murdoch
 Melbourne—Kalliope (s), 1620, —
 New York—Furnessia (s), 3613, Hedderwick
 New York—State of Pennsylvania (s), 1568, Mann
 Oporto, &c—Minerva (s), 480, Burrell
 Palermo, &c—Bramble (s), —, —
 Otago, &c—Brussels, 999, —
 Philadelphia—Austria (s), 1527, —
 Rosario—Elise, 396, Christian
 Rosario—May Hulse, 463, Jones
 Seville—Thames (s), 290, Johnston
 Sydney—Pitcairn Island, 1300, Cornwell
 Sydney—Port Carlisle, 1300, —
 San Francisco, &c—Evelyn, 1179, —
 Trinidad, &c—Burnley (s), 1558, Hanslip
 Trinidad, &c—Strathblane (s), 2350, —
 Valparaiso—Grace Gibson, 540, Lloyd
 Valparaiso, &c—Gulf of St Vincent (s), 1590, Friend
 Valparaiso, &c—Gulf of Trinidad (s), 1571, Sanderson

A BOARD OF TRADE inquiry has been held at Hull into the circumstances attending the breaking of the spindle of the steam-winch of the fishing smack *Eton*, of Grimsby, whereby one life was lost. It was stated that on September 17th, the *Eton* was returning home from line fishing, when she met the *Premier* trawler. The *Eton* took her in tow to help her on a bit, and whilst the two vessels were together, the spindle of the *Eton*'s winch broke and killed one of her men. Evidence was given by Mr. John Francis, Board of Trade surveyor at Grimsby, that the broken spindle was tested at Leeds, and it stood the test very satisfactorily. This concluded the evidence, and the inspector stated that he would make his report to the Board of Trade in due course.

AT Sunderland, last Monday, Captain Roberts, of the ship *Jane Pringle*, of Bangor, was sued by a man named Owens to recover wages alleged to be due to him. It was stated that Owens signed articles in March last at £2 10s. per month, and that seven months' wages, £17 10s., was due to him. Some money had been paid on account, and the balance, £11 18s. 6d., was now sued for. The defence was that the captain had paid a number of bills for clothing, &c., supplied to the plaintiff when on board ship, and that the total, £7 8s. 3d., should be deducted from the wages. Mr. Bell, who appeared for Owens, maintained that the captain had no right to pay such accounts unless authorised by his client. The Bench found that there was due to the plaintiff £5 1s. 9d.

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Neckties	3d.	6d.	9d.	1/-	1/6	...	Leather Jackets	20/- 21/- 22/-	Tins, per set	1/- 1/6
Monkey Jackets	15/-	21/-	25/-	30/-	Overcoats ...	18/6 21/- 26/- 30/- 35/- 40/-	Soap, per bar	6d. 9d. 1/-
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Jumpers	1/6	2/6	3/-	3/6	Do. Silk	1/11 2/11 3/6 4/6	Chests	8/6 10/6 12/6
Socks	6d.	7d.	1/-	1/6	...	Oil Suits	8/6 10/6 12/6	Accordeons	3/6 6/6 9/6 12/6
Braces	9d.	1/-	1/6	...	Long Oil Coats	8/- 12/- 15/- 20/-	Watches ...	12/- 20/- 30/- 35/- 40/- 50/- 60/- 70/-
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